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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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Exercise a real thing for Dartmouth cadets

TO RESCUE OF BLAZING SHIP

A TRAINING exercise aboard H.M.S. Jewel and H.M.S. Acute became the real thing for Dartmouth midshipmen. The exercise was towing one another, but while this was in progress a signal was received that a German merchantman, Vormann Rass, was on fire off Start Point. Within two hours the two ships were at the scene, and eventually, with the aid of a helicopter from R.N.A.S. Culdrose, a rope was passed and Acute was able to take the distressed vessel in tow, the fire by that time having been extinguished.

On arrival the captain of Jewel planned to go alongside the burning ship and put fire-fighting teams on board.

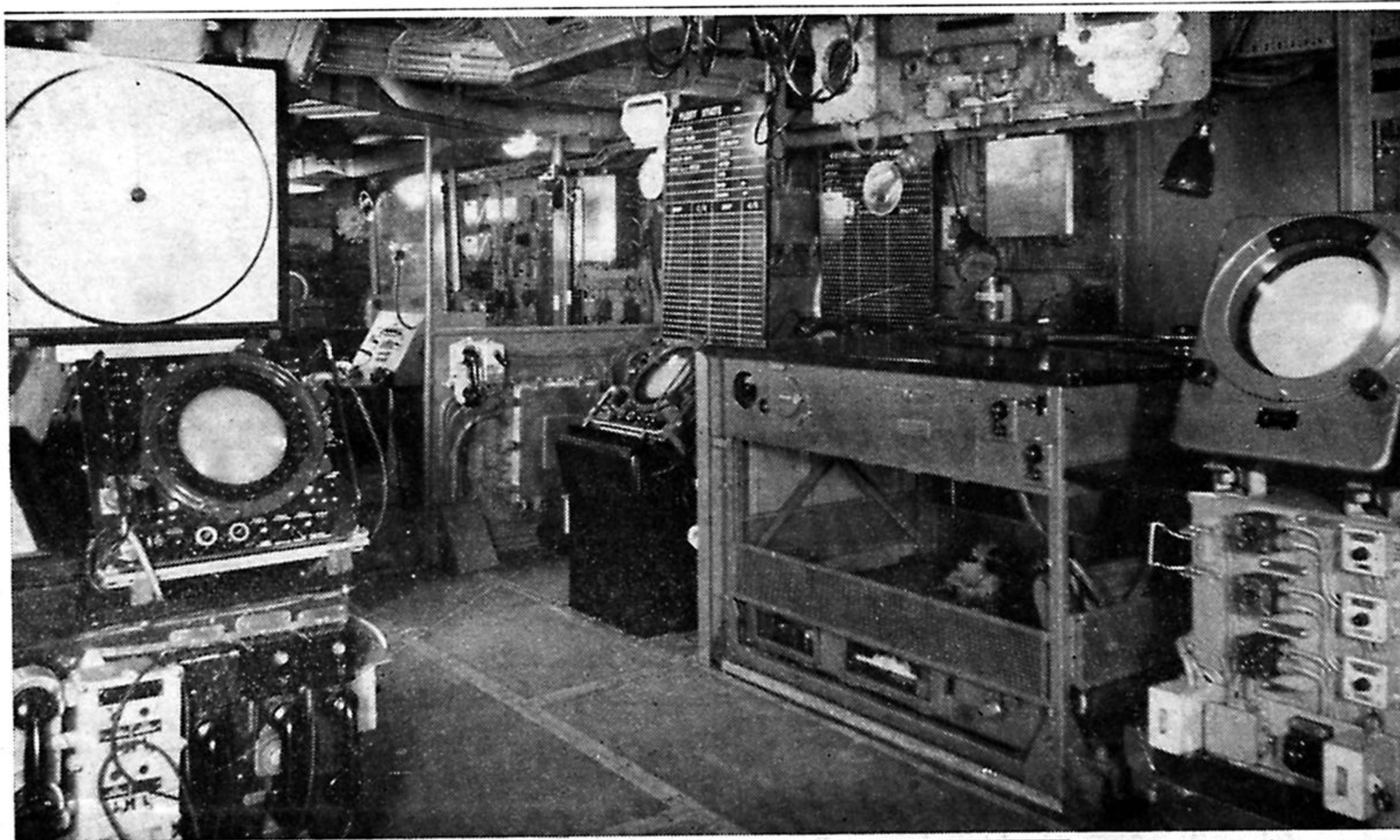
H.M.S. Droxford, already on the scene, had intimated that the fire in the Vormann Rass was out of control, that because there was no power on board the merchant ship her pumps were useless, and that she had anchored with both her anchors down.

The captain and five hands were still on board the stricken ship.

As both training ships neared, the wind increased and a considerable swell was running. The fire had a good hold aft, in her superstructure. Unfortunately, due to the thick smoke, it could not be seen that her lifeboat davits were turned outwards, and when Jewel came alongside some damage was caused and she had to pull clear.

Jewel next edged up starboard of the burning ship so that as much water as possible could be played on the

(TURN TO PAGE 2)



The first detailed picture ever released for newspaper reproduction of the operations room in a Whitby-class frigate. These operations rooms have been described as "the finest ever put into a small ship"

First new cruiser for 15 years

VERNON C.P.Os MAKE HISTORY

CHIEF petty officers of H.M.S. Vernon appeared to have created a precedent on March 3 when they dined their Commanding Officer, Capt. E. A. Blundell, and all officers of commander's rank of the establishment.

The dinner was in honour of the captain, who is retiring from the Service.

One hundred members of the mess and their guests enjoyed a first-class meal prepared by C.P.O. Cook Jones and his staff, and the occasion was one which will be remembered by all concerned.

The mess president, C.P.O. Trennan, said how much the Service, and H.M.S. Vernon in particular, would miss Capt. Blundell, who had done so much for the members of the mess during his appointment.

Capt. Blundell stated how honoured he was to be the guest at such a unique occasion.

is commissioned PRESS-BUTTON WARFARE HAS ARRIVED

THE first new cruiser to be commissioned for many years, and possibly one of the last conventional cruisers which will ever be built, was commissioned at the Clydebank yard of John Brown on March 18. The cruiser was H.M.S. Tiger, name ship of a class of three. The other two are the Lion and 1960.

H.M.S. Tiger is commanded by Capt. R. E. Washbourn, D.S.O., O.B.E., who, during the commissioning ceremony, stated that press-button warfare is here.

WORK WAS SUSPENDED

Tiger was launched in 1945, but the ship, work on which was suspended in 1946, was actually dismantled after the decision to proceed with the completion of the Tiger class in 1954, and she was redesigned in 1955. Of 9,550 tons standard displacement (11,700 tons full load), she is considered to be the most powerful of all-gunned cruisers afloat. She has four six-inch guns in twin turrets and six three-inch anti-aircraft guns. The six-inch guns have a rate of fire more than twice as good as any existing cruiser, while the three-inch guns have a fire power

equal to the quick-firing A.A. guns of the last war. Tiger is capable of 31.5 knots.

Capt. Washbourn, who until recently was Director of Naval Ordnance, said "there is no doubt the Admiralty made the right decision in going ahead with these ships. Guided missiles at this stage have their disadvantages. The fully automatic guns combine the best of both worlds."

The ship's company of about 700 men joined the ship the day before commissioning, to join those who had taken part in the trials. As may be expected, a large proportion of the men are technicians. Accommodation is of a high standard, higher than in any previous cruiser.

H.M.S. Tiger completed her acceptance trials in Scottish waters and then proceeded to Portsmouth, where she will be on view to the public during the Portsmouth Easter Navy Days.

No leopard skin for the Tiger!

THE Royal Marine Detachment of H.M.S. Tiger had its passing-out parade at the R.M. Barracks, Eastney, on March 13. The ship's executive officer, Cdr. A. G. Johnson, R.N., and the ship's Padre (the Rev. R. W. Pope, R.N.), travelled from Scotland for the parade. The Commanding Officer of the R.M. Barracks (Col. H. F. C. Kimpton, R.M.) was on the saluting base with Cdr. Johnston.

H.M.S. Tiger is to have its own Royal Marine Band—the first ship, other than a flagship to have its own band for some years—and it paraded with the Royal Marine Detachment. The drum major will not wear the traditional leopard skin. Instead he will wear, appropriately, a tiger skin which was presented after the passing-out ceremony.

The ship, commissioned on March 18, arrived at Portsmouth on March 26 and will be open to visitors during Portsmouth Navy Days at Easter.

Reconstruction of Battle of Copenhagen

THE Boys' Training Establishment, H.M.S. Vincent, Gosport, is holding a floodlight tattoo on April 2, the anniversary of the battle of Copenhagen.

The programme includes the reconstruction of a scene from the battle of Copenhagen, drill display by junior seamen, physical training and Judo display, assistance to civil power, manning the tall mast and maze marching by junior buglers.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

WHEN he presented the Naval Estimates to the Commons, the Parliamentary Secretary to the Admiralty, Mr. Orr-Ewing, referred to the "formidable submarine threat always before us." The estimated number of Russian submarines certainly present a formidable threat, but it would appear that—at any rate in a qualitative sense if not in a quantitative one—the nations of the North Atlantic Treaty Organisation are not only aware of the threat but are taking active steps to meet it.

The Parliamentary Secretary's reference to Britain's intensified research into underwater detection indicates this awareness. A new Asdic, five times more efficient than the best of the ones now in use, is obviously cheaper and easier to produce than the submarine it could assist in destroying, and such an Asdic will be installed in frigates now building.

Another encouraging—most encouraging—sign is the large number of nuclear submarines coming into service in the United States Navy. Although Britain's Dreadnought will, apparently, not be ready for service before 1964, Royal Naval personnel are to be trained on board American nuclear-powered submarines. This will mean that Dreadnought will be ready—operationally—almost as soon as she is completed.

It will be a great day for the Submarine Service when Dreadnought is commissioned for service, but one swallow does not make a summer and it is to be hoped that similar submarines will not take so long to produce.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

O worship the Lord in the beauty of holiness . . . Let the heavens rejoice and let the earth be glad: let the sea make a noise and all that therein is.

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CADETS IN BLAZING SHIP DRAMA

(FROM FRONT PAGE)

fire. This manoeuvre was repeated several times with considerable success until an extra large wave took Jewel into the stern of Vormann Rass, resulting in damage to Jewel's bow.

In the meantime, Acute had been stubbornly trying to get a tow aboard Vormann Rass, but had met with no success, due to lack of manpower on the burning ship.

At 1.30 the fire-fighting tug Superman arrived from Devonport and took over Jewel's job of fighting the fire.

Jewel made a bid at passing a tow at 4 p.m., a bid which was accomplished successfully yet proved of no avail as the German crew were unable to slip their cables.

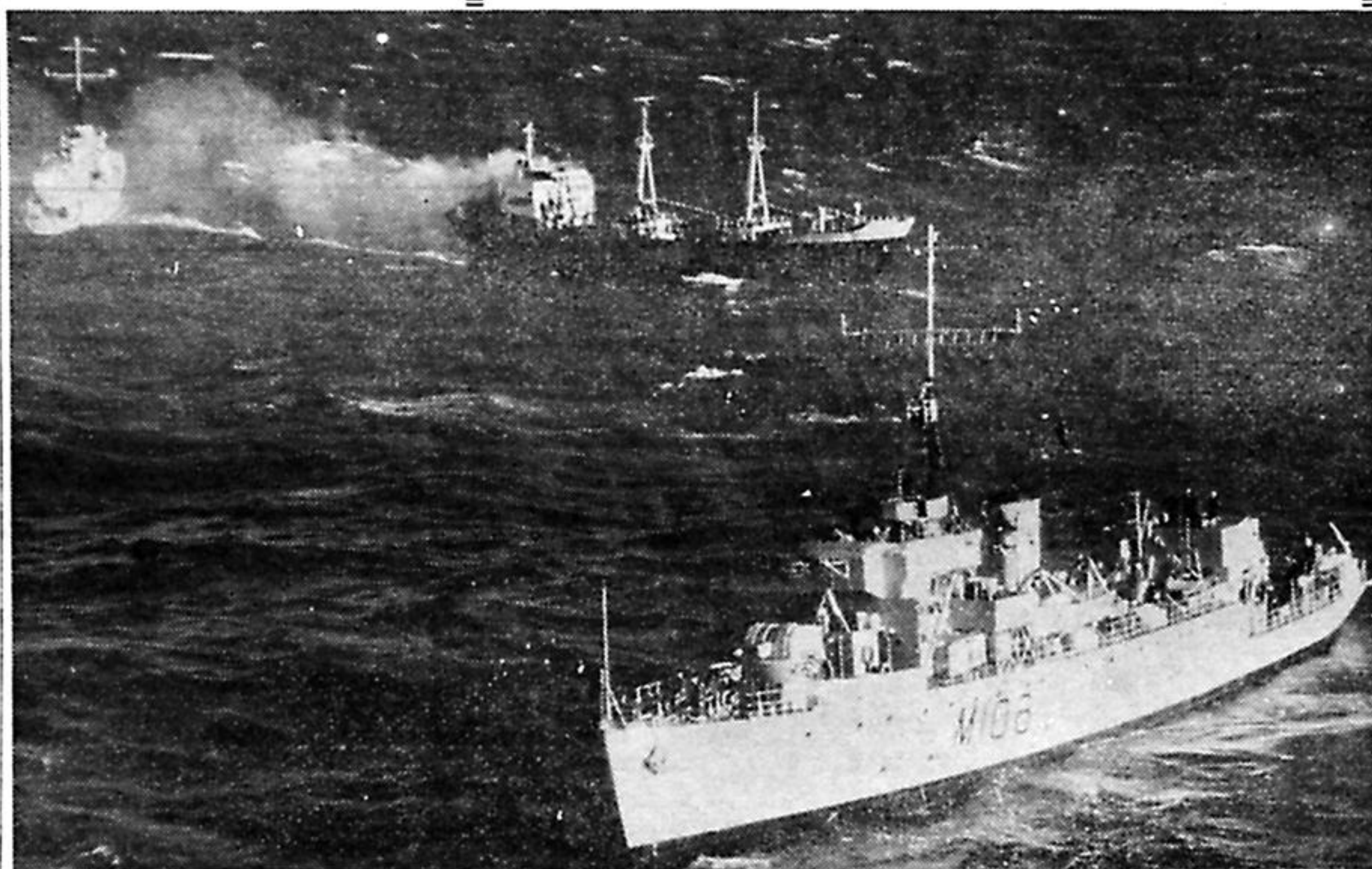
At this point a helicopter from R.N.A.S. Culdrose arrived and it was planned to transfer eight of the Acute's crew to the Vormann Rass to assist the Germans, but before it was completed Jewel lost her fight to stay in position ahead of Vormann Rass and her tow eventually parted.

TOW STARTS

However, the helicopter, having completed the transfer of men and fire-fighting equipment, assisted in passing a tow from Acute to Vormann Rass, which proved to be successful. After great work by the men on board Vormann Rass her cables were slipped and the tow started for Plymouth, where, with the fire having been extinguished, the ships arrived early next day.

So ended a day's training for the midshipmen of the Britannia College, Dartmouth. It was a combined effort and great credit is due to the helicopter crew, who did an outstanding job when it is considered that the wind was gusting between force 7 and 8.

H.M.S. Droxford, who arrived first on the scene, after berthing alongside Vormann Rass, did all she could to extinguish the flames, not leaving until it was apparent that her equipment was not sufficient to deal with a blaze of such magnitude.



Salvage of Vormann Rass, off Start Point, by H.M.S. Jewel and H.M.S. Acute, assisted by a helicopter of 705 Squadron, R.N.A.S. Culdrose. Picture shows H.M.S. Jewel and H.M.S. Acute in attendance on the stricken vessel

HOME FLEET VISITS LISBON

A POLLO, wearing the flag of C-in-C. Home Fleet, Tyne, Hogue, Lagos, Solebay, and the three submarines Thermopylae, Talent and Tireless, together with the R.F.A. Tidereach, arrived at the mouth of the River Tagus on Wednesday, February 25. The assembled fleet proceeded up river towards Lisbon, the wind dropping and the sun gaining strength every minute. Past the ominous year-old wreck of M.V. Hildebrand lying broken on the rocky coast, past many old fortresses and mountain-top palaces. Then, round the bend in the narrowing river, the coloured buildings of Lisbon came into sight. Standing on the south bank overlooking the city is a tremendous statue of the Christ. The tall figure, with arms outstretched as if blessing the city, can be seen from many miles out to sea.

The Portuguese, our oldest allies, made us very welcome. The shops were full of British goods and although the average wage of the Portuguese is very much lower than our own, they have constructed vast numbers of new buildings. Blocks of flats, hotels and sports arenas were particularly remarkable. One football stadium just outside the city was terraced on three sides in clean white stone built into a natural bowl.

The third side was open and overlooked the city. The turf, imported from England, was in immaculate condition and would have put many English cricket pitches to shame.

The main streets of Lisbon are extremely wide and many are tree-lined. There are many parks in which the flowers have been carefully tended and the grass always kept green by constant watering. Taxis are everywhere,

but although their charges are small, long journeys are not to be recommended for those of a nervous temperament.

The best "rabbits" were articles made from cork, characteristic Portuguese embroidery or the well-finished silverware. There were many night clubs offering entertainment from about eleven at night until five in the morning. Many of these gave performances of the Fado, which is a melancholy tune sung by a girl to the accompaniment of a Portuguese guitar and a Spanish guitar. The general feeling on leaving Lisbon was that the hospitality was very good.

ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Thule, April, at Chatham and for service in Portsmouth Squadron.
H.M.S. Narwhal, April, at Barrow and for service in Faslane Squadron.
H.M.S. Turpin, April, at Devonport, and for service in Portsmouth Squadron.

GENERAL

H.M.S. Artful, May, at Portsmouth and for service in the Faslane Squadron.
H.M.S. Auriga, May, at Devonport and for service in the Canada Squadron.
H.M.S. Monckton, April 6, at Rosyth, for Home Sea Service (Vernon Squadron vice Beachampton). U.K. Base Port, Portsmouth.
H.M.S. Egeria, April 16, at Leith, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.
H.M.S. Puncheston, April 20, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Kildartan.)
H.M.S. Crossbow, April 21 at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.
H.M.S. Girdle Ness, April 28 at Devonport, for Local Foreign Service (Mediterranean).
H.M.S. Bermuda, April 30 at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.
H.M.S. Crane, April 30 at Singapore for Foreign Service (Far East).

H.M.S. Rocket, May 5, at Portsmouth, for trials.
H.M.S. Shavington, June 1, at Hythe for Local Foreign Service (Mediterranean). (Crew ex Dufton.)
H.M.S. Belfast, May 12, at Devonport, for Foreign Service (Far East).
H.M.S. Loch Killisport, May 12, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.
H.M.S. Yaxham, May, at Hythe, for Home Sea Service. (Crew ex Inglesham).
H.M.S. Leverton, June 22, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)
H.M.S. Zest, June 23, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.
H.M.S. Whitby, June 30, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Eastbourne, June 30, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham). Home Base Port, Rosyth.
H.M.S. Enterprise, June, at Bideford, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.
No. 800 Squadron, July 1, at R.N.A.S. Lossiemouth, for General Service Commission. (Ark Royal, Scimitar.)
H.M.S. Dalrymple, July 7, at Devonport, for General Service Commission. Surveying ship. U.K. Base Port, Devonport.
H.M.S. Loch Insh, July 7, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.
H.M.S. Protector, July 14, at Portsmouth, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Portsmouth.
H.M.S. Tiger, mid-July, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.

No. 890 Squadron, July, at R.N.A.S. Yeovilton, for General Service Commission. (Ark Royal, Sea Vixen.)
H.M.S. Laymoor, July, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)
No. 700 "G" Flight, August 17, at R.N.A.S. Culdrose, for Trials. (Gannet.)
No. 815 Squadron, August 20, at R.N.A.S. Culdrose, for General Service Commission. (Albion, Whirlwind.)
H.M.S. Puma, August 25, at Devonport, for General Service Commission. (Home/South Atlantic and South America). U.K. Base Port, Devonport.
H.M.S. Verulam, end August, at Devonport, for Home Sea Service. U.K. Base Port, Portsmouth.
H.M.S. Hartland Point, end August, at Chatham, for Foreign Service. (Far East.)
H.M.S. Chevron, October, at Rosyth, for trials.
H.M.S. Wakeful, October, at Portsmouth, for Home Sea Service (Portsmouth Squadron vice Starling). U.K. Base Port, Portsmouth.
H.M.S. Loch Lomond, September, at Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Chatham.
H.M.S. Torquay, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Salisbury, September 29, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.
H.M.S. Scarborough, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Tenby, September 29, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.
H.M.S. Carysfort, September, at Portsmouth, for Foreign Service (Far East).
H.M.S. Layburn, September, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)
H.M.S. Scorpion, end September, at Chatham, for trials. (Part General Service Commission complement.)

H.M.S. Gravelines, end September, at Devonport, for trials.
H.M.S. Albion, early October, at Portsmouth, for General Service Commission. (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Chichester, October 6, at Chatham, for General Service Commission (Mediterranean / Home). U.K. Base Port, Chatham.
H.M.S. Cardigan Bay, October, at Singapore, for Foreign Service (Far East).
H.M.S. Cavendish, October, at Devonport, for Foreign Service (Far East).
H.M.S. Messina, October, at Chatham, for Foreign Service.
H.M.S. St. James, end October, at Devonport, for trials.
H.M.S. Trafalgar, November, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Portsmouth.
H.M.S. Jutland, November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Broadsword, November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Dunkirk, November, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.
H.M.S. Scorpion, end November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.
H.M.S. Ark Royal, December, at Devonport, for General Service Commission. (Home / Mediterranean). U.K. Base Port, Devonport.
H.M.S. Hermes, December, at Barrow, for General Service Commission. (Home/Mediterranean). U.K. Base Port, Portsmouth.
H.M.S. Loch Fada, December, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Portsmouth.
H.M.S. Jaguar, December, at Dumbarton, for General Service Commission (South Atlantic and South America/Home). U.K. Base Port, Chatham.

SEA CADET CORPS NEWS

Hastings Unit Wins Coveted Canada Trophy

THE Canada trophy, awarded annually to the unit which is considered by the Sea Cadet Council to have attained the highest standard of all-round efficiency in the Corps throughout the year, has been won by the Hastings unit for 1958 commanded by Lieut.-Cdr. (Sp.) R. Barry Funnell, R.N.V.R. Birmingham Stirling were the runners-up.

This Canadian Navy League trophy, the most coveted of all awards among the 379 units, was presented to the Navy League to commemorate the first visit of a contingent of Royal Canadian Sea Cadets to Great Britain in 1947.

The Admiral Stephenson trophies awarded to the best units in each area have been won by—Scotland: Dundee and Greenock (of equal merit; each unit to hold the trophy for six months). North-Eastern: Lincoln. North-Western: Chester. Western: Avonmouth. London: Tooting. Midland: Birmingham Stirling. Southern: Ramsgate (runner-up in the area to the top unit Hastings, which has been awarded the Canada trophy).

REWARDS FOR EFFICIENCY

Each year the Admiral Commanding Reserves awards efficiency pennants to the most outstanding units. Units which have been awarded efficiency pennants five years in succession, and which again qualify in the following year, receive the coveted burgee.

The 1958 awards are announced as follows:

SCOTLAND AND N. IRELAND

Burgees: Dundee, Greenock, Arbroath, Perth, Pennants: Belfast Formidable, Belfast Eagle, Edinburgh Beatty, Ayr, Troon, Paisley.

NORTH-EASTERN

Burgees: Lincoln, Hull, Sheffield, Wakefield, York, Huddersfield. Pennants: Mansfield.

Burton-on-Trent, Leeds, Stockton-on-Tees, Middlesbrough, Hartlepool, Newark, Sunderland, Chesterfield, Leicester (Tiger), Northampton (Wyvern), Northampton (Laforey), Scunthorpe, Jarrow, Gosforth, Ashington, Nottingham.

NORTH-WESTERN

Burgees: Chester, Fleetwood, Crewe, Morecambe and Heysham, Pennants: Stoke-on-Trent, Preston, St. Helens, Manchester Trafalgar, Barrow - in - Furness, Bebington, Blackpool, Llandudno and District, Rochdale, Altrincham, Warrington.

WESTERN

Burgees: Avonmouth, Chippenham, Penzance, Cheltenham, Pennants: Porthcawl, Fishguard, Swansea, Tiverton Bath.

LONDON

Burgees: Tooting, Croydon, Kingston, Bromley, Hackney, Twickenham, City of London, Barnet, Walthamstow, Pennants: Beckenham, Ealing, Hornsey, Dulwich, Lewisham.

MIDLAND

Burgees: Birmingham Stirling, Ipswich, Birmingham Sherbourne, Southend-on-Sea, Dudley, Walsall, Birmingham Edgbaston, Pennants: Sutton Coldfield, Hornchurch, Chelmsford, Birmingham Dolphin, Wolverstone Hall, Bedford, Chesham, Hitchin, Luton, Oxford, Nuneaton.

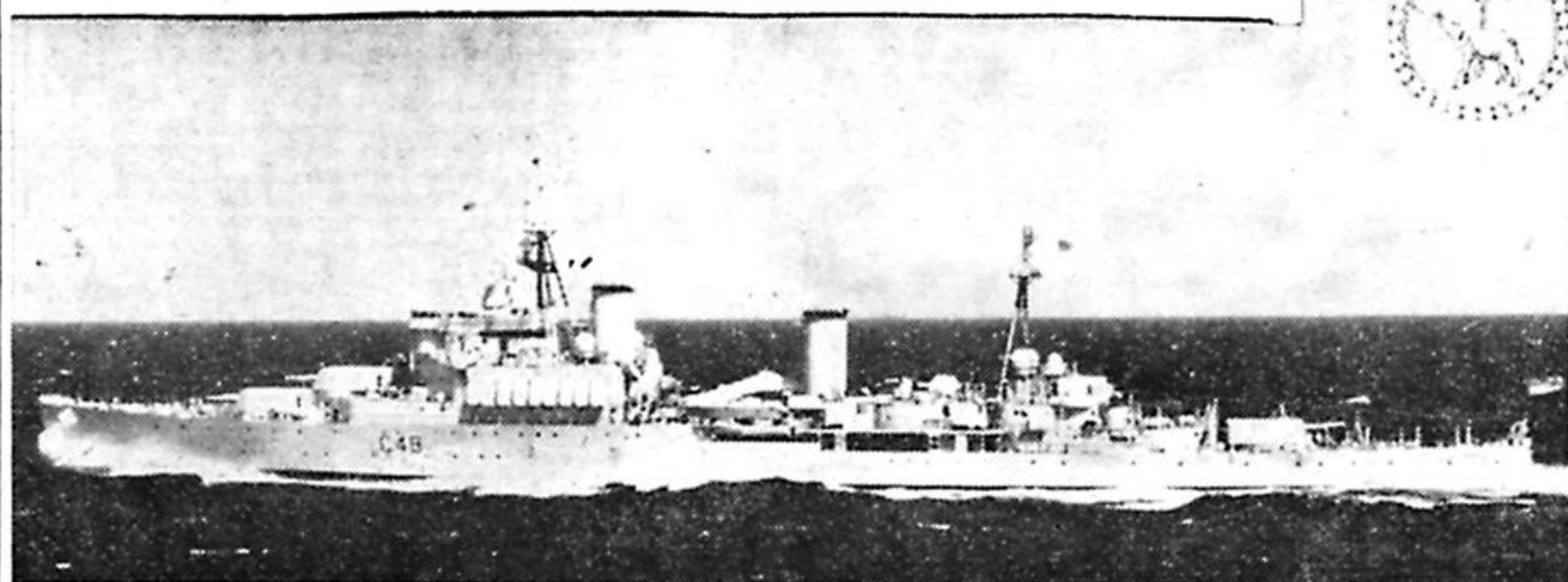
SOUTHERN

Burgees: Hastings, Ramsgate, Guildford, Newhaven, Worthing, Jersey, Reigate, Eastbourne, Bournemouth, Canterbury, Pennants: Woking, Bournemouth, Tunbridge Wells, Southampton, Gosport, Portsmouth, Dartford, Slough, Margate, Gatton Park.

Iranian admiral pays a visit to 'Excellent'

ADMIRAL A. Shahin, Chief of Staff of the Imperial Iranian Navy, visited H.M.S. Excellent and met Iranian Officer Cadets under training at Whale Island, on March 17.

Admiral Shahin was met by Capt. H. C. Martell, R.N., Captain of H.M.S. Excellent, and lunched in H.M.S. Excellent.

SHIPS OF THE ROYAL NAVY
No. 43
H.M.S. GAMBIA

AN 8,000-ton (standard) cruiser of the Mauritius Class, H.M.S. Gambia was built by Messrs. Swan Hunter at Wallsend. She was ordered in 1939, laid down in that year, launched on June 30, 1940, and completed February 21, 1942.

Her length is 555½ feet (o.a.), 62 feet beam and 16½ feet draught. Her armament is 9.6 inch guns and 8.4 inch A.A.

OF SAME CLASS

Other ships of the same class are Bermuda, Jamaica, Kenya and Mauritius. Two others Fiji and Trinidad were lost in action during the Second World War and the Nigeria was sold to the Indian Navy in 1954. Originally fitted with torpedo tubes, these were landed by Gambia.

Her speed was designed as just under 30 knots. Her peace-time complement is 750.

Gambia's battle honours are Sabang 1944 and Okinawa 1945.

The ship's badge is an elephant in front of a palm tree.

New Commander-in-Chief
hoists his flag in a submarine

ADMIRAL Sir Manley Power succeeded Admiral Sir Guy Grantham as Commander-in-Chief, Portsmouth, and Allied Commander-in-Chief, Channel, of NATO, on Monday, March 9.

The new Commander-in-Chief hoisted his flag in the first instance in H.M.S. Alaric. His flag was saluted from H.M.S. Vanguard and returned by H.M.S. Dolphin. The flag was transferred to H.M.S. Victory on March 10.

The transfer-of-command ceremony took place, where such ceremonies have taken place so often, in the arena alongside H.M.S. Victory. After inspecting the guard, Admiral Power went aboard Victory where flag officers of the command were presented to him.

Admiral Grantham left the Dockyard without any of the usual cheering which usually accompanies the departure of flag officers from their commands and this was Admiral

Grantham's special request.

It will be remembered that Admiral Grantham is to become Governor of Malta later in the year.

To command
H.M.S. Daedalus

CAPT. R. L. Clode, A.M.I.E.E., R.N., an officer of the Electrical Branch, has been appointed as the next Commanding Officer of H.M.S. Daedalus, the Royal Naval Air Station at Lee-on-Solent. Capt. Clode is the Deputy Director, Naval Electrical Department (Personnel) at Admiralty, and he will succeed the present Commanding Officer, Capt. A. F. Black, R.N., on September 1.

MOTORING NOTES

British car covers 1,534 miles
over cobblestones

The Minx at the end of the long run. The "pave" is clearly shown

At 2.5 a.m. on March 3 a mud-spattered Hillman Minx pulled into Brussels' Lembroement Service Station—at the end of a brutal journey equivalent to a distance of two-thirds of the way round the Equator. This was the Minx which 22 days ago, set out to cover 25,000 kms.

...manned by men with shovels at the slope, P.T.I.s in various sporting rigs complete with mower and line-marker, the seamanship section driving a battleship's forecable and the shipwrights' lorry with children's party gear ready for action.

Then came the A.B.C.D. vehicle, nine, bomb disposal and diving jeeps with their crews appropriately dressed. The sick bay provided an ambulance and a very badly "injured" patient on a low in his wheel-chair. The supply chool was represented by a hearse, up-spirits and a mobile galley cooking fish and chips. The Black Maria of the regulating staff dragged prisoners in chains past the dais and the stores ratings manned their loaded Lister trucks. There were floor polishers, the robot "Nemo," who alerted smartly, and the messengers' contingent on their bicycles dipped their mops in salute. The family wel-

(15,534 miles) of continuous motoring over the notorious Belgian Pave cobblestones.

Sheila van Damm, former woman European Rally champion, was at the wheel of WKV 933 when the car set off on this marathon test on February 10, and it was she who had the honour

order, came the chief wrens in their glistening limousines.

The tailpiece consisted of the Commodore's coxswain on "Taddy's" tricycle, pennant flying, and the Royal Marine Band playing "Auld Lang Syne."



The Seamanship Section

of making the closing triumphant lap. The car was still "going wonderfully" and to prove it, her last lap was the fastest for the whole test. She returned an average speed of just under 50 m.p.h.

The test was designed to see how well a standard production saloon would stand up to such a car-killing ordeal—and to demonstrate the result on the doorstep of the Common Market countries of Europe.

A telegram received stated: "Test complete success. Car good as new."

To prove that the car didn't need brute strength at the wheel to complete the test, only women drivers were used throughout. Mrs. Nancy Mitchell, also a former European champion, Miss Mary Handley Page, Mrs. Francoise Clarke and Miss Pat ("Tish") Ozanne completed the team.

According to the British Motor Industry Research Association, 1,000 miles of motoring over Belgian pave equals the punishment received by the average European car during its lifetime.

SPECIAL TYRES

Pave is disappearing from Belgium and it took a week of reconnaissance to map the route, which is paved all the way with the brutal Belgian blocks. The route led through the outskirts of Brussels and Antwerp out into the open country, through villages and farmyards and over a dozen railway crossings and swing bridges. For most of the way the "pave" road was little wider than the Minx itself and a cruel camber and hundreds of pot-holes as well as snow, mud, black ice, fog and, of course, darkness, added to the difficulties.

Only five laps had been completed before special steel-studded Dunlop ice tyres had to be fitted to keep the car on the black ice which had begun to coat the pave. A few laps later down came the fog—the worst Belgium has seen for 30 years.

Several times subsequently the test had to be suspended for short periods when the observers ruled that visibility was too poor to continue. The car was sealed in each case, and, with the exception of brief refuelling stops, this was the only time the engine was stopped.

For the whole of the test, in which it was estimated that the antelope and pearl grey saloon covered 8,000,000 cobblestones, an average speed of 41 m.p.h. was returned.

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We hope packing problems will not make him forget to arrange to have a car waiting for him when he arrives overseas. He'll be missing so much.

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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

W.R.N.S. Commandant in Malta



The Director of W.R.N.S. at Royal Naval Air Station Halfar. E. L. E. Hoyer-Millar, O.B.E., Commandant, W.R.N.S., inspecting the Air Division in the courtyard of the Wrens' quarters. Left to right: L./Wren Vanessa R. Petts, Wren Elizabeth L. St.G. Harpur, Wren Florence M. Culverhouse, Wren Ethel S. Lorimer, L./Wren Mercy E. Pitt, Wren Susan M. Raines, Wren Sheila J. Chamberlain

COMPASSIONATE LEAVE FROM H.M.S. LYNX

CASES of compassionate leave are always treated sympathetically in the Royal Navy, and the Admiralty, captains of ships and the family welfare sections always treat applications for compassionate leave with speed and thoroughness.

The case has just been reported of a leading cook of H.M.S. Lynx whose two-month old child—born after he left England in his ship—was taken seriously ill on March 10. H.M.S. Lynx was then half-way up the coast of West Africa, but the case was investigated by the Portsmouth Command Family Welfare Section and Admiralty and the ship informed that the presence of the father was necessary.

Leave was granted and Leading Cook T. S. Spiller, whose wife and three other young daughters live in Paulsgrove, was landed from H.M.S. Lynx at Lobito, Portuguese West Africa, and he arrived in Portsmouth on March 19.

W.R.N.S. handicrafts impressed judge

MRS. DUDDING, of Rainham Secondary Girls' School, who judged the Nore Command W.R.N.S. 1959 Handicraft Exhibition, was very impressed by the high standard achieved by the various competitors.

Prize-winners were:
Embroidery: 1, Second Officer J. Gill (Admiralty Unit); 2, Leading Wren J. Hawe, Cook (O) (H.M.S. Dauntless); 3, Leading Wren G. S. Jones, Writer (G) (R.N. Barracks, Chatham). Dressmaking: 1 (tie), Chief Wren P. Kerslake, Quarters Assistant H.M.S. Dauntless and Chief Wren M. Pettit, Regulating (R.N. Barracks, Chatham). Toymaking: 1, P.O. Wren J. Millard, Regulating H.M.S. Dauntless; 2, Chief Wren D. Blair, Steward (G) (R.N. Barracks, Chatham). Knitting: 1, Second Officer E. M. Glass (R.N. Barracks, Chatham); 2, Chief Wren D. Blair, Steward (G) (R.N. Barracks, Chatham). Crochet: 1, Petty Officer Wren J. Emerson, Recruiting; 2, Wren B. Fountan, Writer (P) (R.N. Barracks, Chatham). Basketwork, Stoolmaking, Lampshades, Rugmaking: 1, Petty Officer Wren M. S. Kerr, Quarters Assistant (H.M.S. Dauntless); 2, Petty Officer Wren K. M. Johnston, Cook (S) (H.M.S. Dauntless).

FIRST NAUTICAL TRAINING CORPS

BRANCHES of the Nautical Training Corps have been established in many counties, and the first to be opened in Hampshire started accepting recruits for T.S. Loyalty in the Community Centre, Leigh Park, on March 6. There was a good attendance of possible recruits, who heard Rear-Commodore G. A. D. Rooke, N.T.C., and Mr. P. Rideout, the Commanding Officer, explain the meaning of the badges and how training was given.

North End Friendly Wives

GUESTS of the North End Branch of the Royal Naval Friendly Union of Sailors' Wives, who held a social afternoon on March 3 in Fisher Hall, Whale Island, were members of the Gosport and Fareham Branch and of the Southsea Branch.

A very pleasant afternoon was spent with games and dancing organised by Mrs. Higham and Mrs. Tearreau with Mrs. Simpkins at the piano.

Mesdames Bampton, Beale and Longley were winners of prizes.

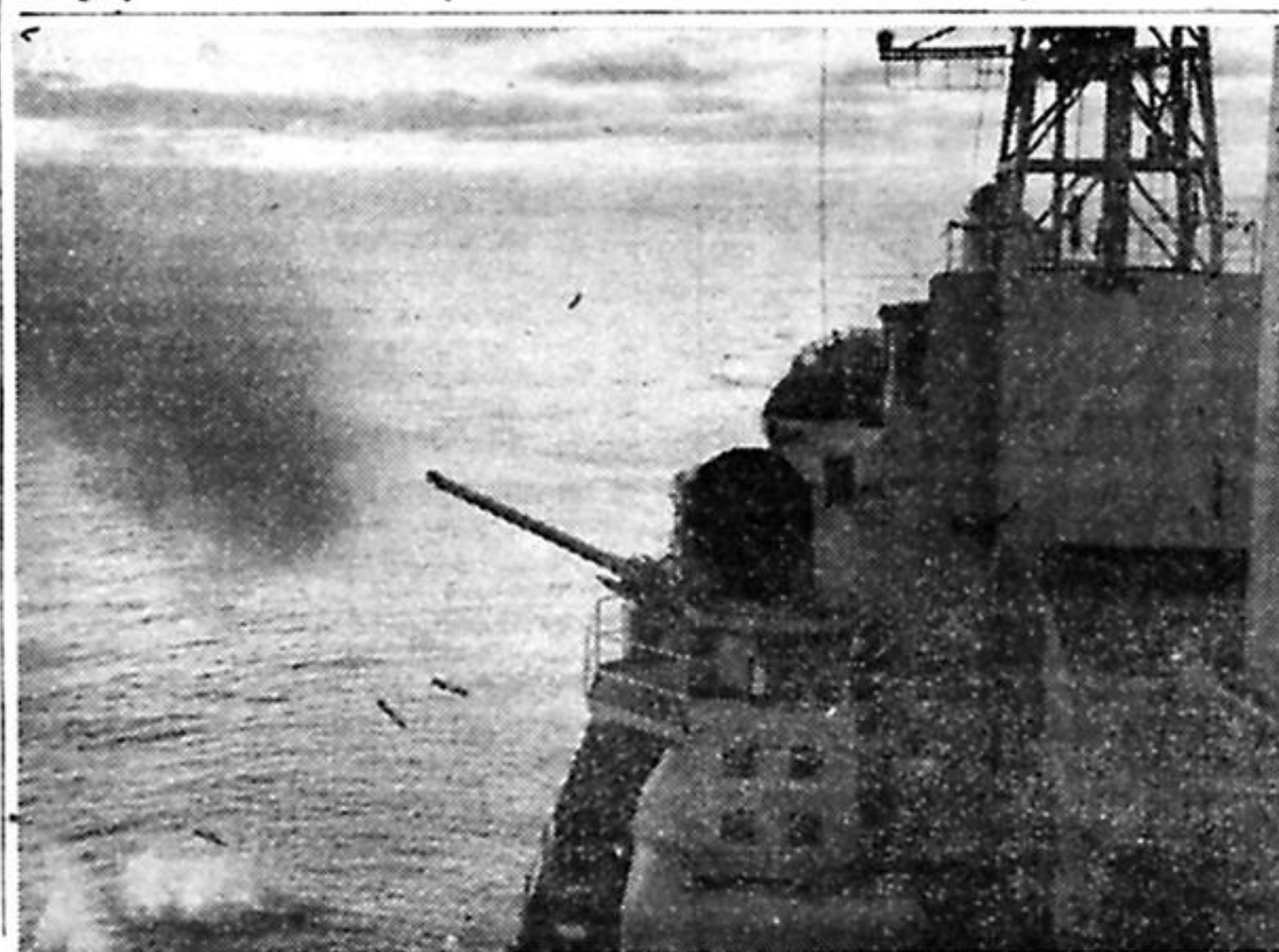
Vernon wives enjoy policewoman's talk

THE general meeting of the H.M.S. Vernon branch of the R.N.F.U.S.W. held on March 4 in the cinema of H.M.S. Vernon was presided over by the vice-chairman, Mrs. F. Coxwell, and opening prayers were said by the Rev. Basil Watson.

The speaker for the afternoon was Policewoman Sergeant Howard. She had been to the branch in 1957, and her talk proved so popular that she had been asked to visit the branch again. Her easy style and numerous anecdotes of her training, duties and experiences made her most comprehensive talk seem all too short. Sgt. Howard remained until the end of the meeting, chatting to members and answering their questions. Mrs. Bartlett proposed a vote of thanks to the speaker.

During the afternoon Mrs. Robertson and Mrs. Riley acted as hostesses, introducing new members to the people present. Tea was served by Mrs. Bird and the tea committee. The branch expressed its thanks to Wrens Ross and Hunt, who had looked after the children.

The next meeting—at which there will be a fashion parade and a talk on corsetry—will be held on the second Wednesday in April, the 8th. There is to be a floral demonstration for the meeting on May 6. The next sewing meeting will be held in the wardroom, H.M.S. Vernon, on April 29.



H.M.S. Tiger was commissioned on March 18. This picture shows cartridge cases falling into the sea from one of the three-inch turrets of the cruiser, illustrating the phenomenally high rate of fire of the fully automatic armament of the ship. The fire-rate of the three-inch guns has been compared with that of a machine gun, while that of the six-inch guns is three times that of any previous guns of that calibre. See story on front page

ARSENIC AND OLD LACE AT WHALE ISLAND

THE play selected by H.M.S. Excellent for entry in the Portsmouth Command Drama Festival this year was "Arsenic and Old Lace," by Joseph Kesselring. The auditorium was filled to capacity for the adjudication performance, and the audience quickly responded to the comedy developed by the players as they portrayed and skilfully exploited the various forms of insanity in this family, which treated murder as a charity on the one hand, and as a vocation on the other.

One of the most interesting features of these events is the appreciation of the performance by the adjudicator

at the end. Unfortunately Mr Cecil Bellamy had lost his voice owing to a cold, and, although this prevented him from addressing the audience, he made great efforts to talk to the cast afterwards. It was very encouraging to learn that his professional eye had not prevented him from enjoying the play and his helpful remarks were greatly appreciated.

Capt. H. C. Martell thanked the producer, cast and numerous helpers for a very enjoyable and successful evening—a success, by the way, which was only achieved by surmounting catastrophes which could well have driven a less enthusiastic or determined group of players into withdrawal from the competition.



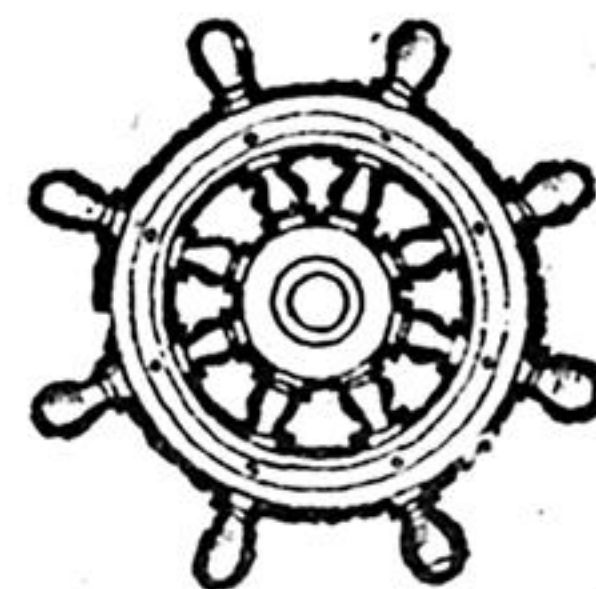
W.R.N.S. Book of Remembrance is dedicated

A BOOK of remembrance containing the names of 329 officers and ratings of the Women's Royal Naval Service, who died while serving was dedicated in the Chapel of the Royal Naval College, Greenwich, on March 14.

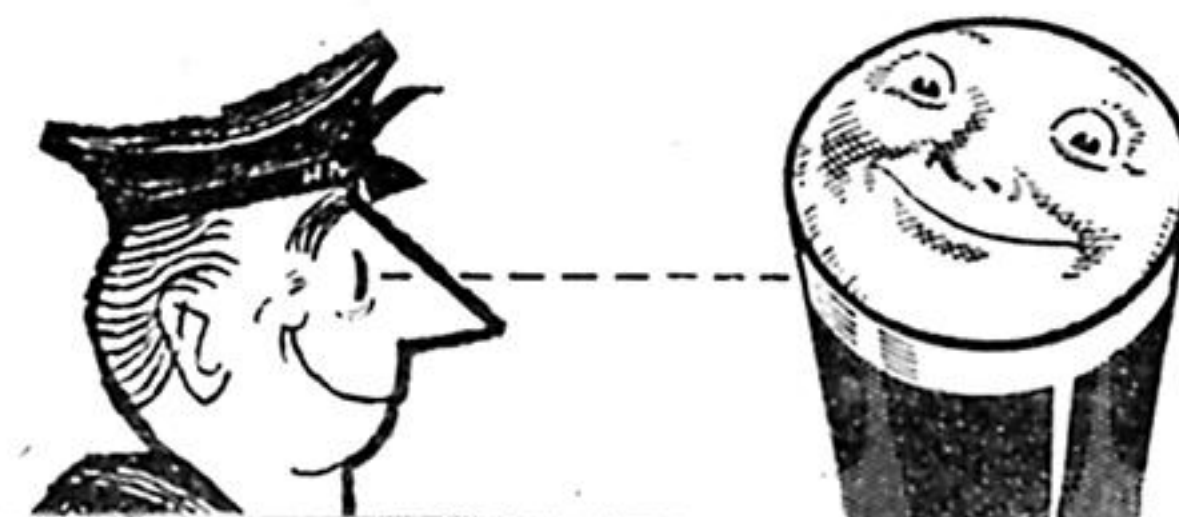
The book dedicated by the Venerable Darrel Bunt, C.B., O.B.E., M.A., Q.H.C. (Chaplain of the Fleet), has been paid for by serving Wrens, members of the Association of Wrens, relatives, friends and other ex-Wrens. The work of Messrs. Sangorski and Sutcliffe, of Poland Street, it is covered in blue Levant morocco with names recorded on calf-skin vellum. It was carried in the chapel on Satur-

day by Chief Wren Glory England, B.E.M., with an escort of two Wrens, Commandant E. L. E. Hoyer-Millar, O.B.E. (Director of the Women's Royal Naval Service) asked for the book to be received by the Chaplain of the Fleet, who was assisted by the Rev. H. J. Purves, O.B.E., M.A., R.N. (Principal Chaplain, Church of Scotland and Free Churches). More than 400 relatives and friends of those commemorated in the volume attended.

The Second Sea Lord, Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C., read the lesson, and four previous Directors of the Women's Royal Naval Service were among the congregation.



As a matter of course



Lovely 17-year-old Windmill Girl Pearl Read, of Manor Park, as she appears in "Maidens, Men and Moonshine," the lunar finale to the spring production at London's famous Windmill (We Never Closed) Theatre. Pearl, who is an orphan, lives with her foster parents at Manor Park. She made her professional stage debut at the Windmill last October. A golden blonde with green eyes, her hobbies are athletics and she has won several medals for county sports—Photo: Windmill Theatre

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Midshipmen to serve at sea with the fleet again

NEW ENTRY REGULATIONS FOR BRITANNIA COLLEGE

CHANGES in the entry regulations to the Britannia Royal Naval College, Dartmouth, and in the training given to junior Naval officers, were announced in Parliament on March 9 by Mr. C. I. Orr-Ewing, M.P., the Parliamentary Secretary to the Admiralty. The main changes are:

- Educational standards are to be raised.
- One entry per year instead of three.
- The training syllabus to be re-organised.
- Engineering and Electrical Specialists will do a degree course in Mechanics and Electronic Engineering.

The first entry into Dartmouth under the new regulations will be in autumn 1961. There will be only one entry in that and subsequent years.

One of the most interesting changes is that the second year of training of all Dartmouth officers will be at sea in the fleet as midshipmen. This change will be welcomed not only by the young officers themselves but also by all those who have given thought to this matter. It is the training that they receive in the fleet which brings to the fore qualities of leadership and initiative. Contact with the officers and men with whom the young officers are to serve during their careers is an indispensable part of their training.

The minimum educational qualifications required are five G.C.E. passes (or equivalent qualifications) including two at "A" level. The method of selection is through interview and aptitude tests.

The first year of training will be devoted to a term of basic Naval training, the second term in the Training Squadron and the third term will be devoted to introductory Naval courses.

The third year of training will be the academic year after which the "E" and "L" officers will continue their degree course, executive officers will undergo professional courses whilst "S" officers will undergo professional courses and then go to complement billets at sea in the fleet.

The purpose of the changes is to ensure that young officers receive

training which will develop their personal qualities and powers of leadership, and that at the same time they should be of high intellectual standards and receive academic and professional technical training appropriate to this modern age when nuclear and electronic knowledge is so vital.

PRIME MINISTER'S WIFE TO NAME NEW FRIGATE

LADY Dorothy Macmillan, wife of the Prime Minister, is to perform the naming ceremony when the Whitby Class anti-submarine frigate H.M.S. Rhyl is launched at H.M. Dockyard, Portsmouth, on April 23, 1959.

The service is to be conducted by the Rev. W. H. S. Chapman, O.B.E., Chaplain of H.M. Dockyard, Portsmouth.

H.M.S. Rhyl will be the tenth ship of the Whitby class (named after coastal towns) to be launched for the Royal Navy, and six of her predecessors are already in service. She is, however, the first of the class to be built in one of the Royal Dockyards. Another, H.M.S. Plymouth, is under construction at Devonport, and it is planned to build other frigates in these dockyards.

Frigates of the Whitby class are 370 feet in extreme length (360 feet between perpendiculars) and have a beam of 41 feet. They have been primarily designed for the location and detection of the most modern type of submarine, and are fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development. A novel design of geared steam turbine machinery of

Uniform regulations

FUTURE supplies of Class I and III serge and drill ready-made trousers will be fitted with a waistband extension piece and with more durable pockets of a cotton/nylon material. These modifications will be incorporated in made-to-measure cloth serge and drill uniforms which can also have zip fasteners fitted for an extra 10d. (Admiralty Fleet Order 477/58).

Chief Petty Officers, Petty Officers and Artificers 4th and 5th Class may in future maintain, as compulsory kit for use as No. 3 dress, a double-breasted suit of cloth, serge, tartan or diagonal serge, as an alternative to the single-breasted serge suit at present required (Admiralty Fleet Order 584/59).

high power gives them the speed necessary for their task, and good sea-keeping qualities enable the vessels to maintain their high speed in rough sea.

In addition to their specialised equipment, each of the Whitby class ships has a main armament of two 4.5 inch and two smaller guns.

The latest standards of accommodation and living facilities are being incorporated, including improved galley and food-serving arrangements and bunk sleeping for all senior ratings and for a proportion of the junior ratings.

The vessels are all-welded and the structural arrangements have been specially designed to achieve the lightest possible structure. Opportunity has been taken in their building to gain experience in welding procedures necessary to allow for rapid construction.

Ben Nevis climbers fall

THE impression gained from a casual perusal of the daily papers on Monday, March 9, would have led an ordinary reader to suppose that two ratings from the station were in danger of their lives and were spending the night on an exposed mountainside.

What in fact happened was that the "exped" party had split up, and on Sunday afternoon three of them were climbing in No. 2 Gully on Ben Nevis. They had reached the top and N.A. Glennon was cutting the overhanging ice when he slipped. He was correctly roped to R.E.M. Birdge and R.E.M. Tees, but unfortunately both ice-axes, round which the rope was belayed, pulled out, and all three slipped down a 200-foot slope of ice and snow. Fortunately, they landed in soft snow at the bottom.

R.E.M. Tees escaped with a shaking. R.E.M. Birdge had possibly cracked two ribs and N.A. Glennon had dislocated a hip. Leaving the other two, Tees went for assistance to the Charles Inglis Clark Memorial Hut, and then over the shoulder of the Ben to Glen Nevis to report to the rest of the party. He met them just after 4 p.m. and by the time Surg. Lieut. Chapman and Tees arrived at the hut at 6.30 p.m. both Glennon and Birdge were resting alongside the stove. They were both carried down the mountain and were in bed in Fort William hospital by 11.30 p.m. Mr. Duff, the resident surgeon, who has had a lot of experience of such incidents, set Glennon's hip.

H.M.S. Fulmar climbers are very grateful to the other climbers who rallied round and helped in transporting the injured. It in no way detracts from their gratitude to point out that the description of them "struggling through a blizzard" was pure fantasy.

To Chief Petty Officer Writer: R. W. Bagley, MX771300; J. D. Shipley, MX771752; R. A. Muir, MX811194.

To Stores Chief Petty Officer (V): J. S. Ross, MX793620.

To Chief Petty Officer Steward: P. J. Crane, LX878287.

To Chief Petty Officer Cook (S): C. M. Lennard, MX57866; J. F. G. Rix, MX61356.

To Acting Chief Radio Electrical Artificer (Air): G. R. Woods, L/FX855619.

To Acting Chief Aircraft Artificer: D. C. Berry, L/FX87940; J. A. Jones, L/FX100349.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer: J. H. Lockhart, JX777508; L. Coombe, JX152069; E. J. Beach, JX754442; C. E. Hesp, JX143706; A. C. Goodall, JX155205; R. C. H. Curtis, JX767892.

To Master-at-Arms: N. B. Cheyney, MX767784; J. L. Yearley, MX801850.

To Chief Engine Room Artificer: H. Farnham, M944541; L. J. Harley, MX569339; J. A. Stewart, MX778297; E. T. Pringle, M944536; R. E. Bennett, MX777551; P. J. Male, MX777580; W. F. A. Bradshaw, MX766846; R. A. Tuppen, MX645949; B. P. Morrison, MX73904; R. Kirton, MX894141; F. E. Ansten, MX778322; F. J. Angliss, MX766842; P. A. Renwick, MX863721; C. J. E. A. Phillips, MX645804; M. W. Hill, MX778317; C. J. Keane, MX777577.

To Chief Ordnance Artificer: R. E. Butt, MX855661; R. B. Connolly, MX818545; B. Miller, MX855603.

To Chief Mechanic Engineer: L. Edwards, KX85313; W. G. Parker, KX102538.

To Chief Mechanician: R. W. Amos, KX725321; A. D. Halls, KX578570.

To Chief Radio Electrical Artificer: P. E. Dolamore, MX842139; H. Hissey, MX833569; D. Clark, MX842123; D. R. T. Findley, MX856506; W. T. Schofield, MX855609.

To Chief Electrical Artificer: A. E. Lee, MX615104; J. W. Hart, MX855631.

To Chief Communication Yeoman: F. Fallon, JX159425; P. Atkinson, JX712966; D. G. Walsh, JX152654; M. Hunt, JX157217.

To Chief Radio Supervisor: R. Kingston, JX292990; R. M. S. Wilson, JX161329; A. J. Scardiff, JX292757; J. S. Allen, JX371604; J. E. West, JX292328; E. W. Richmond, JX156554; D. O. Jones, JX246125.

To Sick Berth Chief Petty Officer: E. S. Taylor, MX856265.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I AM a Leading Cook (S), passed for Petty Officer Cook. How would my position on the roster for Petty Officer be worked out?

The basis for the roster for Petty Officer Cook is worked out as follows:

- If you passed before June 1, 1956, the roster is based on seniority as Leading Cook.
- If you passed after May 31, 1956, the date is determined by the "Mid Date System." The basic date is obtained by adding to your seniority date as a Lead-Cook half the number of calendar months and days between it and the date of passing professionally. The interval between the seniority date and the date of passing professionally is counted inclusive of both dates: a half month is taken as 15 days, half days being ignored. If, for example, you were advanced to Leading Cook on February 28, 1953, and passed for Petty Officer on February 25, 1957, the interval between these dates is 3 years 11 months and 29 days (both dates inclusive). Half of this interval is 1 year 11 months 29 days. This added to your seniority date of February 28, 1953, gives a basic date for the roster of February 26, 1955.

I was recently released on full pension after serving 22 years in the Royal Navy. Can I commute, say, £500 of this pension to put down on a house?

The regulations state that if a pensioner can show to the satisfaction of the Admiralty that it would be to his distinct and permanent advantage to be granted a commuted sum in lieu of a portion of his pension, the Admiralty may at discretion, and on such terms and conditions as they may prescribe, commute a portion of such pension for a sum of money in lieu thereof provided that:

- the pensioner shall pass a satisfactory medical examination showing him to be in a good state of health;
- the pensioner's daily rate of pension shall not be reduced to less than 2s. a day.

I, however, understand that there is a limit on the amount that can be

granted by commutation of pension for the purpose of deposit on a house but, if you write to the Secretary of the Admiralty stating your case, you will be informed of what can be allowed.

I am serving on a seven plus five years' engagement and have completed four years from the age of 18. Can I obtain a discharge by purchase, and do I have to have a job to go to?

The conditions are set out in Admiralty Fleet Order 2647/58. Having served for a minimum period of three years from the age of 18, you are eligible to apply through your Commanding Officer. You will have to give evidence in your application that you have satisfactory civilian employment awaiting you and that you can produce the requisite purchase money if your application is successful.

I served in the W.R.N.S. during the war and contributed to the Benevolent Fund during this time. Is this Organisation still in existence?

The W.R.N.S. Benevolent Trust still exists, and you should write to the General Secretary at 2 Grosvenor Square, London, S.W.1, for any information you may require.

In connection with a letter concerning removal expenses on release from the Service, last month I remarked that from the information given it was not thought that the case in question would merit assistance from the Royal Naval Benevolent Trust.

I have received a letter from the Local Secretary of the Royal Naval Benevolent Trust saying that they would wish anyone who felt himself in need of assistance to make application to the Royal Naval Benevolent Trust when the matter will be considered in committee. In similar cases, too, the local branch of the Royal Naval Association may be able to be of help.

Two American yachtsmen who had drifted in their rubber dinghy for eight days after the foundering of their yacht were rescued by helicopters from the Dutch aircraft carrier Karel Doorman south-west of Bermuda.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



Send this coupon to 246 Bishopsgate, London, E.C.2

Please send full details of the Progressive Savings Scheme

Name.....

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Rating or Rank..... Age next birthday.....

FORTY YEARS' SERVICE WITH ROYAL MARINES

"Loyalty" his watchword

IT is not given to every man to be able to tread the straight and narrow, and among those I have met during my long service in the Naval Detention Service have been some very fine characters indeed."

So says a man who ought to know—C./Sgt. James Short, Royal Marines, who went to pension on March 9 after a total of 17 years in the Detention Service and a total of over 40 years with the Royal Marines. When he first joined the Detention Ser-



C./Sgt. James Short, who was pensioned from the Royal Marines aged 60

vice in 1932 he had already served 16 years in the Royal Marines, having joined the Royal Marine Artillery on September 22, 1916. He is the last Royal Marine N.C.O. to have also served in

the Royal Marine Artillery. Receiving his early training in R.M. Barracks, Eastney, C./Sgt. Short, who lives at 125 Westfield Road, Eastney, first went to sea in H.M.S. Orion, the Commanding Officer of which was Capt. Fullerton, who eventually became the Commander-in-Chief, Plymouth. In Orion, C./Sgt. Short was orderly to the late Admiral W. E. Goodenough.

Leaving the Grand Fleet at Scapa in August, 1918, C./Sgt. Short qualified as a Physical Training Instructor, and from 1919 to 1922 he was light-weight boxing champion of Eastney Barracks. During these years he was also runner-up at that weight for the Royal Marines championship. During the Irish Rebellion, 1920, he was a corporal serving with the 8th R.M. Battalion at Cork. In 1928 he coached a very successful boxing team at the Royal Naval School of Music.

In 1932 he was selected for service with the Naval Detention Service. He was recommended for this service by a young Royal Marine officer who afterwards became the Commandant General Royal Marines, Lieut.-General Sir Campbell Richard Hardy. He remained in this position until pensioned in 1938.

C./Sgt. Short was recalled for service in 1939 and was posted to Deal P.T. School, and was in charge of the swimming baths. Subsequently he was sent to Colombo with the M.N.B.D.O.

2s. 9d. A DAY

After the war he was released from the service, but rejoined for the Naval Detention Service in 1947. In 1955 he

was awarded the bar to his Long Service and Good Conduct Medal, and in 1956 the Medal of the Order of the British Empire, which was presented to him by Admiral Sir George Creasy, the then Commander-in-Chief, Portsmouth, on board H.M.S. Victory.

The daily rate of pay when C./Sgt. Short joined the Royal Marines was 2s. 9d., and the training he received was crude, tough and the discipline rigid. He says that the youngsters of those days made their own fun and "our officers were our gods. We feared them but we admired them." He stated that he has always been grateful for the strict discipline of his younger days. His watchword is and has always been—Loyalty. "There is no fairer comment of any man than that he can be relied upon."

The Captain, officers and staff of the Naval Detention Quarters presented C./Sgt. Short with a barometer, suitably inscribed, on March 5, and Mrs. Short was given a large bouquet.

C./Sgt. Short has not finished entirely with the Royal Marines, for on March 17 he started work in the Royal Marine Barracks, Eastney—but now as a "five-day a week civilian."

Earl Mountbatten to visit Canada

ADMIRAL of the Fleet, the Earl Mountbatten of Burma, the First Sea Lord, has accepted the invitation of the Canadian National Exhibition conveyed to him by the Canadian Government to open the 81st Canadian National Exhibition in Toronto on August 26. He will arrive, accompanied by Lady Mountbatten, in the 5th Frigate Squadron, H.M.S. Scarborough, H.M.S. Tenby, H.M.S. Salisbury and H.M.S. Whitby, flying his flag in H.M.S. Scarborough, the leader.

Winifred Atwell plays piano in submarine

YOUR correspondent having partially recovered from Christmas and the New Year and found time to draw breath, feels that he should put pen to paper and let the readers of the NAVY NEWS hear something of the recent activities of the 4th Submarine Squadron in Sydney. We were fortunate in having H.M.S. Andrew and H.M.S. Telemachus operating locally during December, and being

pressed her delight at this, and consequently was able to fulfil her ambition to play inside a submarine. After playing a few tunes in the control room of H.M.S. Telemachus, she went on to the fore casing of H.M.S. Andrew, where her famous "upright" had been placed and played a number of old favourites including "Black and White Rag" to an appreciative audience, who gave her plenty of vocal encouragement. Finishing off with "Auld Lang Syne" and



Miss Atwell plays "I spy"

able to have them both alongside for Christmas.

Christmas got under way with the usual round of mess dances and children's parties held in H.M.A.S. Penguin, which is the base here. The submarines came into their own on December 23, when they were hosts to members of the Sydney Branch of the Submarine Old Comrades' Association at a barbecue held in H.M.A.S. Penguin. The principal guest of the evening was that grand variety artiste, Miss Winifred Atwell, who had previously expressed a desire in public to play a piano inside a submarine. Having heard of her wish, we were only too pleased to accommodate her.

Unfortunately her own piano proved a trifle too large to get through the fore hatch of H.M.S. Telemachus, but C.R.E.I. E. J. Andrew came to the rescue with a miniature "baby grand" that he had bought as a Christmas present for his son. Miss Atwell ex-

pressed her delight at this, and consequently was able to fulfil her ambition to play inside a submarine. After playing a few tunes in the control room of H.M.S. Telemachus, she went on to the fore casing of H.M.S. Andrew, where her famous "upright" had been placed and played a number of old favourites including "Black and White Rag" to an appreciative audience, who gave her plenty of vocal encouragement. Finishing off with "Auld Lang Syne" and

"Waltzing Matilda," she joined members of the Squadron and the Old Comrades and their friends at the barbecue, before going on to the Tivoli Theatre for her show, "Rocking the Town." The whole evening was an immense success, thanks to the efforts of C.R.E.I. Andrew, P.O.M. (E) Rush and Lieut. Woodhouse, £15 being raised for the Trafalgar Day Orphans' Appeal.

Christmas Day and New Year's Eve were celebrated in traditional style, many members spending time with their families or Australian friends. The duty watches sat down to a splendid dinner in H.M.A.S. Penguin, which left nothing to be desired, except perhaps sleep. Unfortunately the weather was rather showery over the holiday period, so we were not able to spend as much time as we would have liked on Sydney's glorious beaches.

VISIT OF TEST TEAM

We followed the fortunes and misfortunes of the M.C.C. touring side with great interest. The harmonious relations normally existing between the "Pommies" and the "Aussies" in the base have been a trifle strained on occasions over the last few months as a result. All were glad, however, to be able to welcome members of both the M.C.C. and N.S.W. teams to a party in the base during their recent match.

The teams were welcomed at the wardroom, where they were able to take the edge off their thirst after a day's play in a temperature that never dropped below 80 degrees. As Frank Tyson, who had given a magnificent display of bowling which included a wicket with the last ball of the day's play, remarked, "It was rather hot work out there today, I think I could manage a beer!" The teams then went on to the Chief's Mess, where the C.P.O.s and P.O.s had combined to lay on a buffet supper and continue the party. In view of all the controversy in the Press about too much entertainment for the M.C.C., I am pleased to be able to report that they all played extremely well next day and showed no signs of any ill effects.

At present, H.M.S. Andrew is in Melbourne filming "On the Beach" with Ava Gardner, and H.M.S. Telemachus is on the more mundane but important task of exercising the R.A.N. and R.A.A.F. in A/S. warfare. Those of us who are due to go home are eagerly awaiting the arrival of R.M.S. Arcadia with our reliefs, and looking forward to a pleasant trip home in a luxury liner and a spell of well-earned (?) foreign service leave.

Plymouth has won the Inter-Command Royal Navy Squash Tournament. This is the second successive year that Plymouth has won this Tournament. Portsmouth Command was second, and Nore Command third.

Telescope to cost £660,000

FINANCIAL approval has been given to proceed with the construction of a large telescope which will be known as the Isaac Newton telescope and which will be erected in a special building in the grounds of the Royal Greenwich Observatory at Herstmonceux Castle in Sussex.

The new telescope will have a 98-in. aperture, and will weigh approximately 100 tons and be some 30 ft. in length. It will be the largest in the United Kingdom. It will be used by visiting astronomers as well as by the staff at the Royal Greenwich Observatory, Herstmonceux, where the largest existing telescope has an aperture of only 36 inches diameter. The cost of the whole project, including erection and preparation of the site, is estimated at £660,000 at present prices, and will take five to six years to complete. Expenditure will be shared equally between the Treasury and the Admiralty.

BATTLE CLASS DESTROYERS IN COLLISION

H.M. Ships Corunna and Barrosa were involved in a collision whilst on exercises in the Atlantic.

It has been stated by the Admiralty that there were no casualties, but it was necessary for the ships to return to Gibraltar.

Both ships are "Battle" class destroyers, the leaders of which are of 2,480 tons standard, and the others 2,460 tons. The peace-time complement is 232 to 268.

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NEPTUNE'S SCRAPBOOK



Admiral Sir Manley Power, who succeeded Admiral Sir Guy Grantham as Commander-in-Chief, Portsmouth, on March 9, visited Paris on March 2 to attend Sir Guy's last meeting as Commander-in-Chief Channel of the NATO Channel Committee.

The Underwater Counter-measures and Weapon Training Establishment, which has been at Havant since 1940, closed on March 16 on transfer to Portland.

H.M.S. Battleaxe, a Weapon Class destroyer, was commissioned at Rosyth on March 11. Battleaxe is commanded by Cdr. J. E. Maidwell, R.N.

Vice-Admiral John Hughes-Hallett, M.P., pointed out in Parliament last month that over £600,000,000 has been spent on new ships and major refits for Royal Navy ships since the end of the war.

Portugal is to buy two frigates from Britain at a cost of £748,130.

The Federal German ships Seehund, Seelowe, Seester, Seeschlange, Seepferd and Seegel, minesweepers of the German Second Training Squadron under the command of Korvettenkapitan E. Rau, made an informal visit to Portsmouth from March 13 to 17.

Major-General R. W. Madoc, in command of the Portsmouth Group Royal Marines, received the C.B., awarded to him in the New Year Honours List, at an investiture at Buckingham Palace on March 10.

The Sixth Submarine Squadron in Halifax, Nova Scotia, will be represented at the presentation of the Queen's Colour to the Submarine Command on June 8 by five men of the squadron—one of them a Canadian. The men are L./Sea. Ross (H.M.S. Ambush), A.B. Steen, R.C.N. (H.M.S. Ambush), M.E. Harvey (H.M.S. Alderney), M.E. Robinson (Spare crew) and L./Sea. Sullivan (H.M.S. Alderney).

The Portsmouth Piers, Beach and Publicity Committee is considering the

possibility of illuminating Horseshoe and Spithead Forts to advertise Southsea.

The Royal Naval Sick Berth Staff Retired Members Association, founded in 1938, is holding its annual dinner and dance on May 9 at the Westminster Arms, London, S.W.1. Further details may be obtained from J. W. Jack, 36 Rose Glen, Kingsbury, London, N.W.9. It is hoped that Surgeon Vice-Admiral Sir Cyril May, K.B.E., C.B., M.C., the President of the Association, will be able to attend as he has done on the last two occasions.

Capt. M. F. Fell, D.S.O., D.S.C. and Bar, R.N., assumed command of R.N.A.S. Lossiemouth on March 12. Capt. M. G. Giles, D.S.O., O.B.E., G.M., R.N., has assumed command of H.M.S. Vernon.

Another Whitby class frigate launched

THE Whitby Class anti-submarine frigate H.M.S. Yarmouth was launched on March 23 at the Clydebank yard of Messrs. John Brown & Co. The naming ceremony was performed by Mrs. R. A. Allan, wife of Mr. R. A. Allan, D.S.O., O.B.E., M.P., lately parliamentary and Financial Secretary to the Admiralty. The service was conducted by the Rev. John A. MacKay, M.A., Minister of St. James's Church, Clydebank.

Frigates of this class—named after seaside towns—are of 370 feet in extreme length, 360 feet between perpendiculars and have a beam of 41 feet and, having been designed, primarily, for the detection of most modern types of submarines, they are fitted with the latest underwater detection equipment and anti-submarine weapons.

Whitby Class frigates have a main armament of one twin 4.5-inch gun and two small guns.

BOOK REVIEWS

The Man in the "Spray"

MANY readers of that lone-sailor epic "Sailing Alone Around the World," by Capt. Joshua Slocum, must have wanted to know more about this intrepid man.

Joshua Slocum told the world of his boat, the Spray, and of his journeys in her, but the world gained little knowledge of the man himself beyond the fact that he was brave—sometimes it might be thought almost to the point of foolhardiness—and of the enormous trust and faith he had in his boat.

Walter Magnus Teller spent several years in an endeavour to find out about the man himself, and his effort has resulted in a book which should find a place alongside Slocum's own story. Teller conducted his researches wherever the lone voyager had sailed, interviewing many people who knew him, including his widow, and the result helps admirers of Slocum's exploits to understand him. He needed understanding—a man who at the age of 51 can undertake a voyage round the world in a 40-foot boat he had virtually built himself—was obviously a man of many parts.

"The Search For Captain Slocum," Walter Magnus Teller. (Andre Deutsch Ltd. 21s.).

The Artful Bodger

THE cover, and the publishers' comment on "We Join the Navy," lead one to think that it is a hilariously funny book, and readers are not disappointed in this respect. There

is, however, throughout its pages, a background of enormous common sense. Interlaced with the humour is knowledge, a way of life, an approach to Service matters and a loyalty which would lay the foundations of a successful Naval career for anyone taking them to heart.

"We Join the Navy" tells the story of a batch of cadets in their college and training ship, their various vicissitudes, their fun and their training, and in this connection the real hero of the book is "The Artful Bodger" (Lieut.-Cdr. Robert Bollinger Badger), their term officer at Dartmouth, and although at that time neither he nor they realise it, to be their training officer in the training cruiser.

Here is an officer with a fund of wisdom which apparently he does not realise he is able to communicate to his pupils but which, in fact, he does admirably, in a manner they can understand. If ever the Admiralty allow such officers to disappear from the Service without appreciation of their worth, it is the Admiralty's and the Royal Navy's loss.

A real first-class story, worth telling and well told.

"We Join the Navy," by John Winton. (Michael Joseph, 13s. 6d.)

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H.M.S. ANDREW STARS IN AMERICAN FILM

With adornments on masts

ON January 20 this year, H.M.S. Andrew (Lieut.-Cdr. G. J. Tottenham, O.R.N.), one of the three British submarines attached to the Fourth Submarine Squadron based in Sydney, Australia, sailed for Melbourne to take part in the filming of "On the Beach" from the book of the same name by Nevil Shute.

In the film, Andrew was to play the part of an American nuclear submarine—the U.S.S. Sawfish—whose exploits supposedly took place in and around Melbourne, in between long exploratory cruises into the radioactively contaminated oceans of the northern hemisphere. In the story, Australia was the last country on earth remaining free from the deadly concentration of radio-active dust caused by a major nuclear world war which had taken place some months before in Europe.

TWO REASONS

Andrew had been nominated for the part and had been accepted by the film company (Stanley Kramer Productions) for two main reasons. Firstly, she was conveniently based at Sydney only 500ft. away from "location," and, more important still, she suited the purposes of the story by closely resembling a nuclear submarine in all but overall size. With her large streamlined fin and low, sleek casing, no structural changes were necessary and it only remained to disguise her rather obviously British character by the addition of American-type numeral letters, a U.S. ensign and commissioning pennant, and the removal of her name and insignia.

It is interesting to note that, in wearing the U.S. ensign, Andrew achieved the distinction of becoming the first vessel in the world to fly the new 49-starred Stars and Stripes incorporating the new State of Alaska, which does not come into force in the United States for a further five months.

In addition to these changes, Andrew's exterior was further embellished by the addition of a "radio-activity contamination meter" secured to the airguard radar mast, and a "bull-horn" (American for loud-speaker, apparently) on the seaguard mast, both of which were necessary for certain sequences in the film.

With this transformation Andrew now came under the directorship of Mr. Stanley Kramer and his team of movie technicians for a week, together with, and being ably supported by, several well-known co-stars including Miss A. Gardner and Messrs. G. Peck, F. Astaire and A. Perkins, whom we had the opportunity of entertaining on board on several occasions both on and off duty.

EXACT REPLICAS

As far as the actual filming was concerned, no interior shots were taken on board, these being done in a mock-up ashore where the film company had built exact replicas of certain compartments of a modern nuclear submarine. Andrew's requirements included surfacing and diving sequences, surface runs close inshore, and on several occasions she was "bottomed" at peri-

scope depth for close-up shots of periscopes and the contamination meter and bull-horn aerials. These sequences all took place in Port Phillip Bay some 30 miles from Melbourne during the first half of the week.

The remaining few days were spent at Williamstown Dockyard, Melbourne, for filming alongside, together with the Australian aircraft carrier H.M.A.S. Melbourne, which was also on loan to the film company for three days.

BRIDGE ACTIONS

Gregory Peck, as captain of the Sawfish, had already been on board at sea for dialogue and close-up sequences of bridge actions. In order to achieve these shots the special effects team, by judicious use of planks, wedging and steel tubing, had rigged a 28-foot-high staging on top of the gun-tower forward of the fin as a camera platform. During these sequences Andrew was conned somewhat precariously by the Captain with the aid of a lengthened lead on the bridge portable microphone from this platform. However, his predicament was no less than that of Mr. Peck, who had considerable difficulty in presenting his well-known profile to the best advantage and who nearly lost it altogether when, at one stage, having been urged by Mr. Kramer to clear the bridge and go down the ladder as rapidly as possible, he almost fell 40 feet to the control room in one!

On our final day's loan to Mr. Kramer we were fitted with an under-



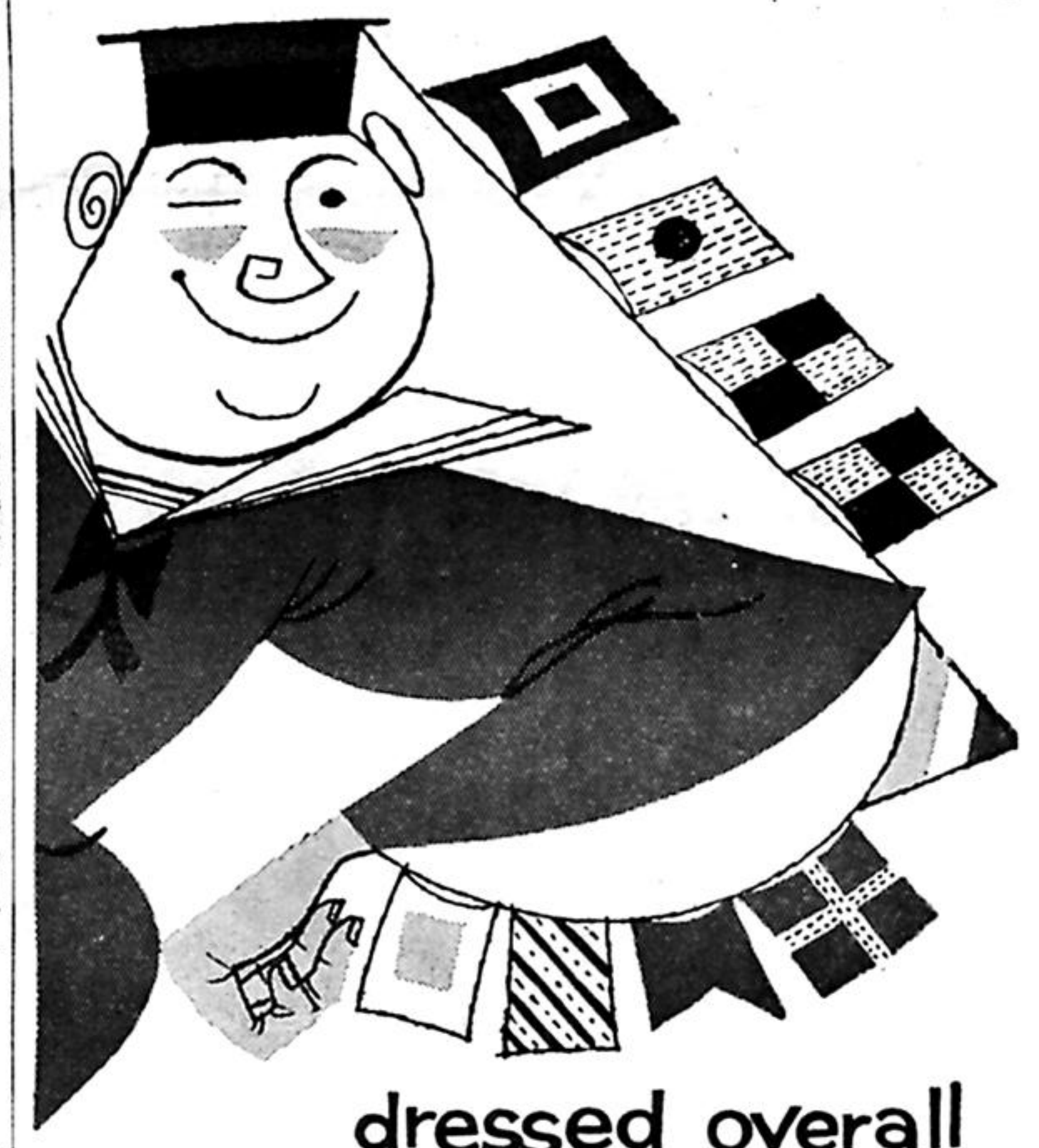
The first occasion on which the "49 stars" was ever flown

water camera secured to the top of the gun-tower and carried out several dives and surfacings to add effect to those scenes shot from the filming boat.

DO IT AGAIN

For most of us this had been our first experience of being on the receiving end of a movie camera and with it came our first realisation of the immense amount of time and money which must inevitably be expended in order to achieve the best results in making a film of this size. Frequently a sequence which was supposed to take 10 minutes lasted anything up to two hours, and we became used to the old familiar cry of "That was great, just great—now do it again!"

Andrew sailed from Melbourne on February 1 after what had proved to be an extremely interesting and often very amusing visit—one occasion when no one had any objection to going "on the beach."



An old naval custom

IT is an old-established custom that when an Admiral takes over a command, his flag is worn in a private ship until his predecessor's flag is struck in the flagship.

The reason for this custom is quite a simple one. The regulations permit a "turn-over" of one day, and as both the incoming Admiral and the outgoing one are in receipt of pay for that particular appointment for that day, both are entitled to fly their flag. In consequence it is necessary to find a "private ship" for the incoming Admiral.

For the second time running the Submarine Command had the honour of wearing the flag of the new Commander-in-Chief, Portsmouth, Admiral Sir Guy Grantham's flag was flown in H.M.S. Aeneas when he became Commander-in-Chief, and on March 9, Admiral Sir Manley Power's flag was flown in H.M.S. Alaric.

On the afternoon of that day Admiral Power visited his temporary flagship, arriving alongside in his barge. He inspected the ship's company, who were fallen in on the casing, and walked around the submarine.

dressed overall

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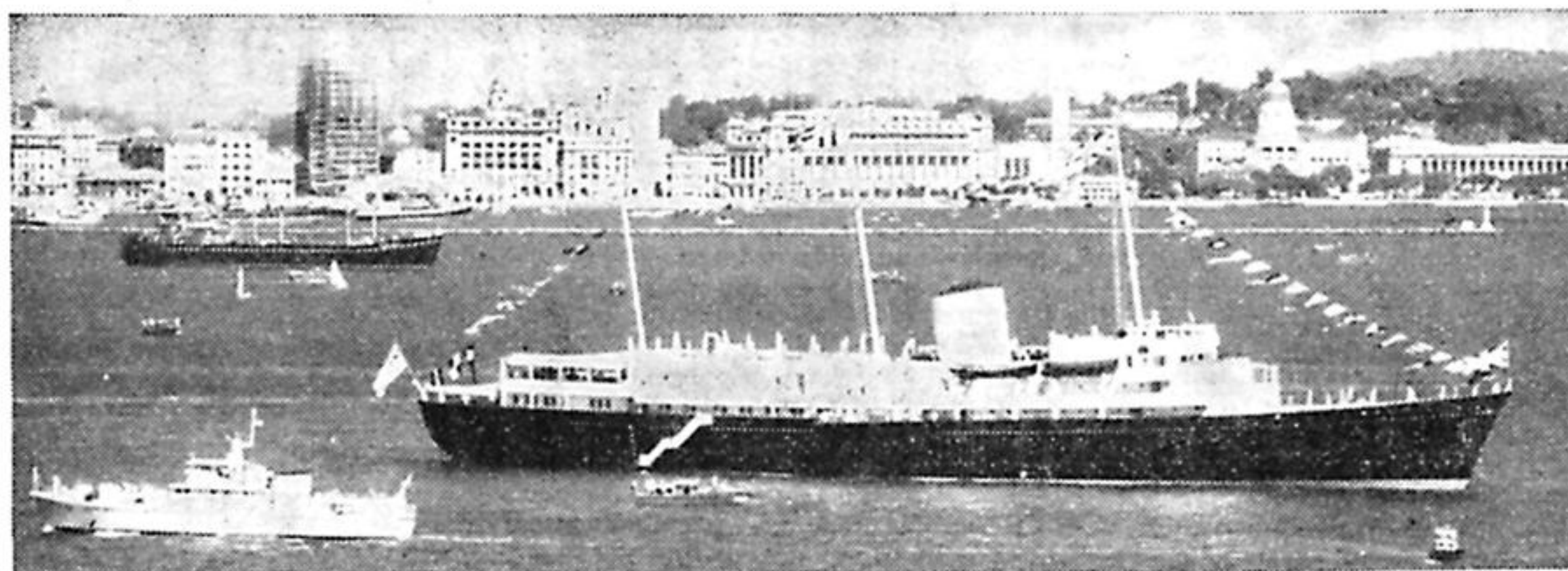
DUKE OF EDINBURGH GREETED BY FAR EAST FLEET

Britannia leads armada into Singapore

AS the Royal Yacht, wearing the personal standard of Admiral of the Fleet, His Royal Highness Prince Philip, Duke of Edinburgh, was steaming southwards through the Malacca Straits on February 21, units of the British Far Eastern Fleet approached from dead ahead. Aboard the Royal Yacht was Admiral Sir Gerald V. Gladstone, K.C.B., Commander-in-Chief of the Far East Station.

The ships of the Fleet were formed in two columns, and stationed to pass on either side of Britannia at a distance of half-mile. The Senior Officer, in H.M.S. Ceylon (Capt. F. R. Twiss, D.S.C., Royal Navy), led the Eastern column, with Her Majesty's Australian ships Queenboro and Quiberon formed astern. Leading the Western column was H.M.S. Cheviot (Capt. W. D. O'Brien, D.S.C., Royal Navy, Capt. (D), Eighth Destroyer Squadron), with H.M. ships Cavalier and Chichester astern. When some two miles distant a Royal Salute of 21 guns was fired, masthead ensigns being broken out with the first gun. With ship's companies manning the whole of the ship's side nearest to the Royal Yacht and a foaming wake left astern as they steamed ahead at 22 knots, the ships presented a fine sight in the tropical sunlight.

By the time the last gun of the Royal Salute had been fired, the distance between the Royal Yacht and the Fleet had closed and there followed shortly a wheeling movement which required precise timing. While Ceylon was still on Britannia's port bow the wheel was put hard to port and the ship began a 180 degrees turn so as to pass close astern of the Royal Yacht and to bring the ship into position on



The Royal Yacht Britannia at anchor off Singapore



His Royal Highness met some of the officers and men who had served with him before. The Commander-in-Chief, Far East, Admiral Sir Gerald Gladstone, and Capt. Turner, Commanding Officer of H.M.S. Terror, are in attendance

attention and three cheers given for His Royal Highness.

The Fleet continued to steam ahead at 22 knots until the last ship of the line was well clear of the Royal Yacht. The Fleet then started a 360 degrees turn to starboard to bring the ships into three columns astern of Britannia. When in their correct positions as escort the ships reduced speed to keep in station on Britannia.

Early on the morning of February 22, the escort was joined by units of the Royal Malayan Navy under the command of Commodore, Royal

Malayan Navy (Commodore E. D. Norman, D.S.O., D.S.C.), and later by units under the command of the Senior Officer of the Singapore Division of the Malayan Royal Naval Volunteer Reserve (Capt. R. S. Tufnell, V.R.D., R.N.V.R.).

Thus Britannia led quite an armada of warships as she steamed through Keppel Harbour to her berth in the Man o' War anchorage in Singapore Roads. All merchant ships in harbour were dressed overall in honour of the occasion and greetings to His Royal Highness were given by long blasts on their sirens.

The Navy's might on display

SHIPS open to visitors at Portsmouth during the Easter Navy Days (March 28-30) include a good cross-section of the Navy's might, with the exception of aircraft carriers.

For the first time for many years no carrier is available. Some are on operations and others are being refitted.

It is a pity that H.M.S. Vanguard cannot be open to the public on these occasions for Britain's only battleship would be an enormous attraction.

Among the ships which are open to visitors are:

H.M.S. Tyne.—Submarine depot ship. Flagship of the Commander-in-Chief, Home Fleet. First commissioned in 1941.

H.M.S. Tiger.—Cruiser. Newly commissioned, she is the first new cruiser to join the Fleet for more than a decade.

H.M.S. Gambia.—Cruiser. Present at the signing of the Japanese surrender. First commissioned in 1942.

H.M.S. Carysfort.—Destroyer of the Caesar class. Capable of over 31 knots. She was first commissioned in 1945.

H.M.S. Scarborough.—Frigate. This ship is of the new Whitby class, commissioned in 1957.

H.M.S. Trowbridge.—Frigate for anti-submarine duties. Built in 1943, she held the record in the Far East by remaining at sea for 65 days, during which period she steamed 28,000 miles (more than once round the world).

H.M.S. Rapid.—Frigate. She is maintained in the Reserve Fleet, Portsmouth.

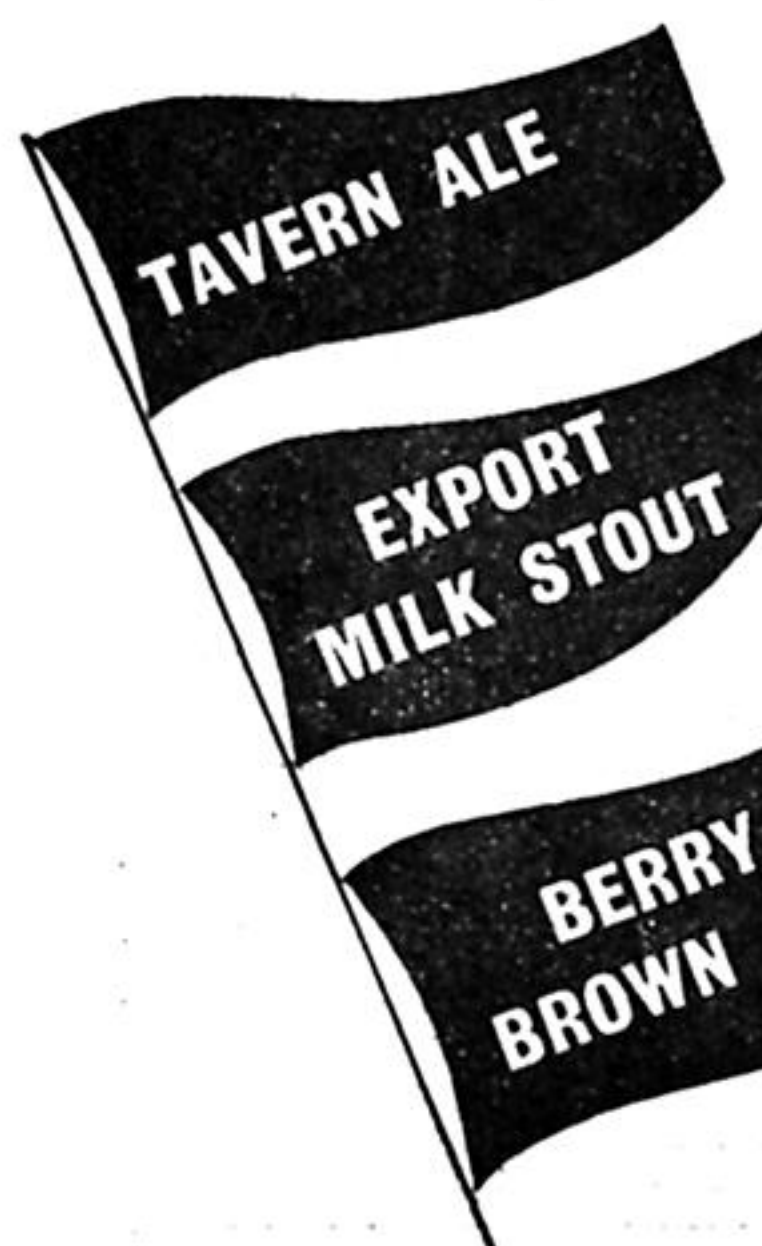
H.M.S. Reclaim.—Deep-diving ship. First commissioned in 1948. One of her divers established the world record for flexible diving suit, reaching 535 feet.

H.M.S. Rampart.—Tank-landing craft. Launched in 1945 she has a range of 3,000 miles and can carry seven Sherman tanks. Took part in the assault on Port Said in 1956.

H.M.S. Plover.—Coastal minelayer. Of 1,000 tons displacement, this ship has been in continuous commission for over 21 years. Six hours after the declaration of war she commenced laying the first minefield of Second World War.

H.M. Submarines.—Tireless, Talent, Thermopylae and Alcide.

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Happy, smiling faces of families of officers and men in Singapore greet H.R.H. The Duke of Edinburgh during his visit to the Naval Base there in February

'Old boy' incidents in waters off Iceland

THE spring fishing off Iceland is now starting and, as they have for many years past, British deep-sea trawlers will be engaged there. Since last September British trawlers have been given the protection of the Royal Navy, and this protection will continue. The past six months have not been easy ones for the Commodore, Fishery Protection Squadron and the men in the ships in waters off Iceland, but from

men who have worked the ships there and who have the greatest admiration for our fisherfolk earning their livelihood and bringing fresh fish to our tables, the "incidents" that have occurred have created no animosity. As one who had been on several tours of duty said: "The whole thing seems to be on an 'old boy' basis. We have our duty to do, the trawlers have theirs and the Icelandic gunboats are carrying out their orders. It's time to shake hands and find a compromise." Easier said than done perhaps.

SOLDIERS TO TAKE OVER CHATHAM BARRACKS

THE Royal Naval Barracks at Chatham will be taken over by the Royal Engineers in 1961. It will be remembered that as part of the Admiralty's decision to "streamline" the Service, Nore Command was to disappear and Chatham Naval Barracks closed. The soldiers who will first move into the naval quarters will be 600 from Gordon Barracks, Chatham.

New Tribal Frigates larger than war-time Destroyers

PROPULSION MACHINERY

THE first ship of the new Tribal class of general purpose frigates was launched by Lady Onslow, wife of Admiral Sir Richard Onslow, K.C.B., D.S.O. and three bars, at the yard of Messrs. Yarrow & Co. Ltd., of Glasgow, on March 9.

She is H.M.S. Ashanti, a successor to the outstanding Second World War fleet destroyer of the same name in which Admiral Onslow gained his D.S.O. and two bars to that decoration for fighting important convoys through to North Russia and Malta in the face of most bitter opposition. The U.S.S.R. recognised his bravery in the ship by the award of the Order of the Red Banner.

An indication of the development of the so-called "little ships" of the modern Navy is that the new Tribal frigates are larger than the fleet destroyers of the same class name which served with such distinction in all theatres during the last war.

The Ashanti launched by Lady Onslow has an overall length of 360 feet and a beam of 42 feet six inches. She and her sister ships, which have an armament including two 4.5 inch guns in single mountings, two other guns, anti-submarine mortars and six 21 inch torpedo tubes, are the first frigates designed to carry a helicopter for anti-submarine reconnaissance.

H.M.S. Ashanti, whose complement is expected to be about 10 officers and 220 ratings, will have a totally enclosed bridge and an air conditioned operations room. She is to be equipped with warning radar of the most modern design.

The propulsion machinery of H.M.S. Ashanti is of a novel kind. A steam turbine provides the power for normal cruising and manoeuvring. A gas turbine driving on to the same propeller shaft provides the additional power for high-speed

steaming. This gas turbine also enables the ship lying in harbour without steam up to get under way instantly in emergency.

The design of the machinery was evolved by close co-operation between the Admiralty, the Yarrow-Admiralty Research Department of Messrs. Yarrow & Co. Ltd., Glasgow, and Associated Electrical Industries.

The machinery is remotely controlled at all powers and this may in part be seen on the Admiralty stand at the Marine Engineering Welding and Nuclear Power Exhibition at Olympia in April.

Ships of the class will be of all-welded prefabricated construction and the structural arrangements have been designed to provide a robust hull with special emphasis on the prevention of corrosion. Denny Brown stabilisers are to be fitted to reduce rolling, while good sea-keeping qualities will enable them to maintain a high speed in rough seas.

AIR CONDITIONED

A high standard of living accommodation has been achieved and in particular all manned compartments will be air conditioned. Bunk sleeping is provided throughout and messing is on the cafeteria system.

On the electrical side, the ship's generator capacity is such that it would meet the demands of 250 modern houses. Fluorescent lighting is used for all living accommodation, each bunk is fitted with its own light, provision is made for such labour-saving devices as vacuum cleaners and floor polishers, while supply sockets are available for officers and ratings using electric razors.

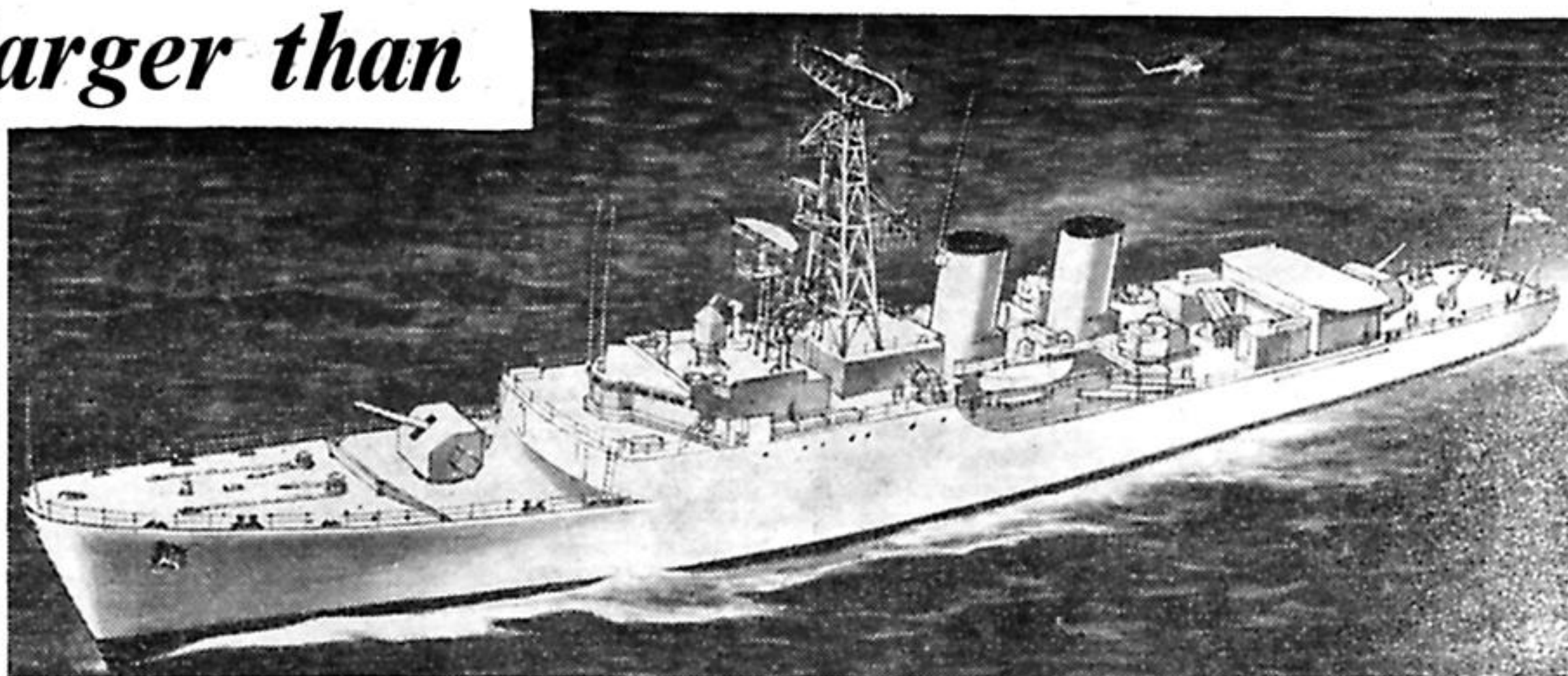
The last-named Ashanti was also built on the Clyde, being constructed and engine by Denny Brothers of Dumbarton and completed in December, 1938. She took part in the Norwegian campaign, and raid on the Lofoten Islands, Mediterranean and North Russian convoys and the North African and Normandy landings. She was scrapped in 1949.

The largest oil tanker ever built in the United States, the 70,000 ton Princess Sophie, commenced her trials on March 4. The tanker, owned by Mr. Stavros Niarchos, is 859 ft. in length.

Torpedo party gets a boost



Three torpedoes of a salvo fired from H.M.S. Taciturn at H.M.S. Adamant during the last C.O.Q.X.—the final exercise for "perishers"—or Commanding Officers Qualifying Course. They hit with a shattering crash. The exercise was excellent value to all concerned, showing the "perishers" what their weapons can do, giving the torpedo party a boost to show that their torpedo routines work, and letting at least a couple of hundred men on the upper deck see what a salvo of torpedoes fired from a submarine looks like as it comes rushing at them



An artist's impression of the new Tribal class (general purpose) frigate, the first of which, the Ashanti, was launched on March 9. The armament of these ships will include two 4.5 guns, anti-submarine mortars and six 21-inch torpedo tubes. They are the first frigates designed to carry a helicopter for anti-submarine reconnaissance. A steam turbine provides power for normal cruising, and a gas turbine provides additional power for high speed.—Photo: Crown copyright

Batteries Charged in Enemy Anchorage

THE Flag Officer Submarines issued the following Special Order of the Day on March 4, the anniversary of the exploit of Lieut.-Cdr. A. C. C. Miers in Corfu harbour.

Lieut.-Cdr. A. C. C. Miers commanding H.M.S. Torbay closed the approaches to Corfu on March 4, 1942, and sighted a northbound convoy of four troopships escorted by three destroyers entering the south channel to Corfu but too far off to attack.

He decided to follow in to attack these ships in the harbour, making the passage of the narrow south channel before moonrise and to charge his batteries inside the Corfu Roadstead in a position where he could keep the harbour entrance under observation.

He achieved the necessary position and surfaced to charge his batteries after dark. He was forced to dive by a patrol vessel shortly before midnight, March 4/5, but was not sighted and surfaced later to complete charging.

A dawn approach was made on the anchorage but Torbay was forced away by another patrol vessel and this necessitated carrying out the attack on the harbour in broad daylight under glassy calm conditions.

When the attack was made only two supply ships were present in the harbour and both were hit by torpedoes and damaged. Torbay then retired safely to the open sea, to the accompaniment of distant depth charges, having spent 20 hours in a heavily defended enemy anchorage.

Lieut.-Cdr. Miers was subsequently awarded the Victoria Cross for this exploit.

VISIT OF FLAG OFFICER SUBMARINES TO U.S.A.

THE Flag Officer Submarines, Rear-Admiral B. W. Taylor, C.B., D.S.C., visited Norfolk, Virginia, on February 18 for a N.A.T.O. Symposium at the Saclant H.Q. While there he was the guest of Vice-Admiral W. J. Woods, C.B., D.S.O., his predecessor on F.O.S.M. and now the Deputy Supreme Commander Atlantic.

On completion he accompanied Rear-Admiral Frederick B. Warder, U.S.N., the Commander U.S. Atlantic Submarine Force, on a visit to Key West, Florida, staying in U.S.S. Bushnell as the guest of Capt. F. J. Halfinger, U.S.N., the Commander, Submarine Squadron Twelve. While there he toured the tender (U.S.S. Bushnell), and went to sea in U.S.S. Chivo (Lieut.-Cdr. W. D. Dietrichson, U.S.N.).

The two Admirals later flew to New London, Connecticut, for a two-day visit to the submarine base there. Admiral Taylor was given an official welcome and arrival honours, followed by a tour of the nuclear submarine Skipjack (Commander W. W. Behrens, U.S.N.) being built at General Dynamics Corporation Electric Boat Division. He later visited the Navy Underwater Sound Laboratory (Capt. Ruble, U.S.N., Commanding Officer). The following day he visited the U.S. Navy Nuclear Power School, and called on A.B.S.S.M. at Washington (Vice-Admiral S. Thistleton Smith, C.B., G.M.).

He was accompanied throughout by members of his staff and Capt. S. C. Y. Roxburgh, D.S.O., D.S.C., Royal Navy, on the Staff of A.B.S.S.M.



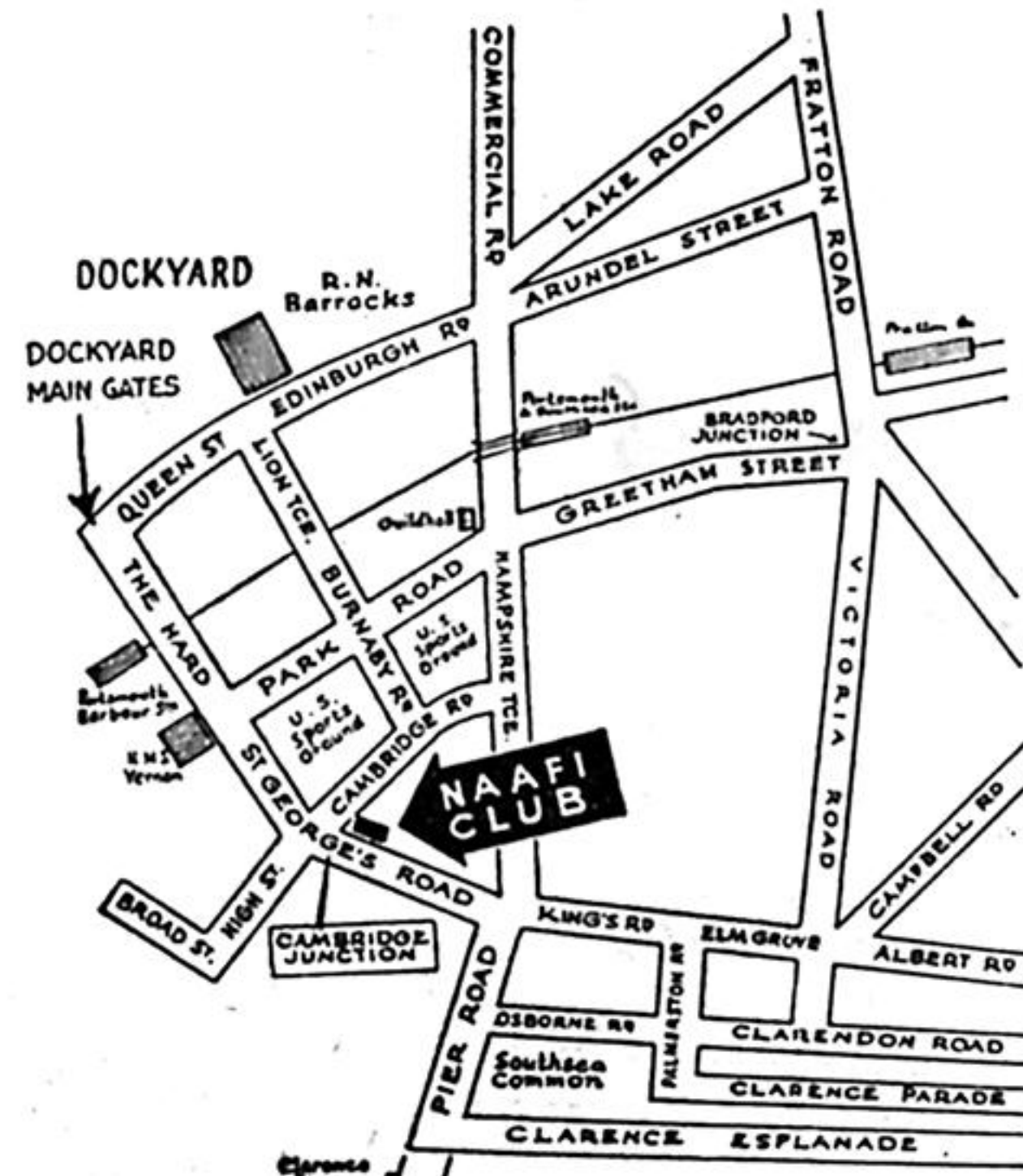
Rear-Admiral B. W. Taylor (F.O.S.M.) in the wardroom of the new U.S.S. nuclear submarine Skipjack, talking to the captain, Cdr. W. W. Behrens, U.S.N.

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R.N.A. Newcastle's aim—Dedication

OVER 80 people attended the 11th annual dinner of the Newcastle and Gateshead branch on March 14, and enjoyed a most successful evening.

The loyal toast was proposed by the branch chairman, Shipmate R. Finch. "Our Guests" was proposed by the president, Commander H. Row, R.D., R.N.R. (ret.), the response being given by Capt. G. F. Renwick, R.N., Admiralty Regional Officer, who, in his speech, offered help and advice to any Shipmate in need.

"The Association" was proposed by the Chairman of the National Council of the Royal Naval Association, Shipmate F. G. Wade, who gave a very interesting talk about current events taking place within the Association.

The evening ended with entertainment by Jack Foggin and Rex Hart and, of course, with draughts of Newcastle best bitter.

All shipmates are thanked for their help and co-operation in making the dinner such a success, and in particular the hard-working secretary, Shipmate A. Thirlwell, is singled out.

Membership of the branch is on the increase and it is hoped that the new shipmates will attend regularly. The committee have expressed the feeling that Newcastle and Gateshead branch is now well on the way to a Dedication of Standard ceremony, and for this ample funds are needed, which, in turn, requires a large "alive" membership.

R. FINCH

In Memoriam

Eric Webb, Sick Berth Attendant. D/MX899037. H.M.S. Goldcrest. Died February 23, 1959.

Lieut. R. F. P. Carne, R.N. H.M.S. Albion. Died February 26, 1959.

Lieut. D. I. Douglass, R.N. H.M.S. Albion. Died February 26, 1959.

Alan John Pye, Chief Electrician (Air). L/FX75512. H.M.S. Fulmar. Died March 6, 1959.

Midshipman I. F. Wilson, H.M.S. Dædalus. Died March 9, 1959.

Lieut. Albert Charles Madell. H.M.S. Centaur. Died March 12, 1959.

Salisbury's splendid welcome for 'her' frigate's crew

OVER 80 officers and men from the Aircraft Direction Frigate, Salisbury, together with their wives and girl friends, visited the City of Salisbury during February.

Their visit was arranged primarily as a sporting week-end with the ship's teams playing representative teams from Salisbury. However, it developed into a semi-official visit and was thoroughly enjoyed by both the citizens and the ship's company of Salisbury.

Welcomed by Mr. Richardson, the Town Clerk, the first fixture took place on Friday afternoon at Salisbury Hockey Club. Although the ship's team was beaten they had a first-class game and were handsomely entertained in the clubhouse after the match.

On Saturday morning the soccer team lost to Salisbury 3rd XI 4-1. Before the kick-off both teams were presented to the Lord Mayor (Councillor Maidment) and the ship's team then presented a signed photograph of the ship and 11 pennants to their opponents. At the same time a team of wives and girl friends, helped by a few sailors, played a hockey match against La Retraite Convent. Again the ship's team was beaten by a superior eleven, but they were rewarded by being shown round this very progressive school.

The rugby match on Saturday afternoon was the last sporting event and after a decisive defeat the ship's team were entertained by Salisbury Rugby Club. This was followed by the Lord Mayor's reception at the Guildhall, at which the entire party attended. It was an unqualified success and gave the citizens of Salisbury an opportunity to meet the men who serve in the ship.

The visit ended on Sunday morning after a church parade and morning



L./Seaman Brown, of H.M.S. Salisbury, points out a detail of the ship to the Lord Mayor.—Photo: Salisbury Times

service at the Cathedral. As the Commanding Officer (Cdr. A. G. Watson, R.N.) said in reply to the Mayor's welcome, "Although we do not leave Salisbury covered in laurels from the sports field, we leave with happy memories of our visit and the hospitality of the citizens of Salisbury."

CORRECTION

It was stated in the March issue of NAVY NEWS that the widow of a man who died during his service would receive as pension the amount the man would have received had he been invalided. The correct amount the widow would receive would be one-third of what the man would have received.

New Royal Navy helicopter

ACCORDING to the Society of British Aircraft Constructors, the Ministry of Supply has placed an order on behalf of the Admiralty for the supply of a small number of Saunders-Roe P.531 five-seater helicopters.

The P.531 is powered by a Blackburn Turmo 600 turbine and has a cruising speed of 100 knots. It has a maximum range of over 200 miles and

is suitable for reconnaissance, rescue work, freighting and liaison work.

It is possible that this order, which may be for a very small number, is in order that the Admiralty may conduct a series of trials with a view to a larger order.

The P.531 was built by Saunders-Roe as a private venture, and the first flight of the prototype was in 1958.

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Fleets may become submersible

IT was announced during the debate on the Navy Estimates on March 9 that the keel of H.M.S. Dreadnought, Britain's first nuclear submarine, is to be laid down this summer. Mr. Orr-Ewing, Parliamentary Secretary of the Admiralty, said that negotiations between the British and the American had been completed. The Westinghouse Corporation is to supply a complete set of machinery for the Dreadnought as fitted in the Skipjack.

one of America's latest submarines. It is expected that as a result of the arrangement with U.S.A., Dreadnought will be completed earlier than at first contemplated.

Mr. Orr-Ewing said that an evolution towards Navies driven by nuclear power was in the offing and "It is also my belief," he added, "that the fleet of the far distant future may be very largely submersible." When one thinks of the journey of the United States Submarine Nautilus under the North Pole and of the extraordinary periods submarines have been submerged, is the time really "far distant"? he asked.

CAPRICE SAILS FOR FAR EAST

H.M.S. Caprice (Cdr. H. J. Startin, R.N.), sailed for the Far East on March 21. When the ship arrived at Portsmouth on March 6, after having been commissioned at Clydebank after complete modernisation, relatives of the ship's company went out to Spithead in a dockyard tug and returned to harbour in the destroyer.

Caprice is the first of her class to be modernised and she is returning to the Far East where, before modernisation, she did three commissions.

News of other Navies

FLOATING TEST BED—POLARIS COMMISSIONED

By DESMOND WETTERN

IN December the guided missile floating test bed, the U.S.S. Observation Island, was commissioned. The firing mechanism for the Navy's Polaris missiles have been fitted in the ship. Recently a demonstration was given in which a dummy missile, weighing about 14 tons, was launched. The dummy has no engines and is used to test the firing mechanism for Polaris.

In submarines the mechanism will fire the missile to the surface where its rocket engines will ignite and send the missile off on its 1,200 to 1,500-mile trip. Referring to the commissioning of the Observation Island, a U.S. Navy spokesman said that she will open a new trend in naval warfare comparable to that when the first deck landing was made in the U.S.N. by an aircraft aboard the carrier Langley.

NEW SUBMARINE CLASS

At the end of last year it was announced that the U.S. Navy is to build a new class of submarines to be armed with the Polaris missile. Cost of each boat will be around 38,000,000 dollars. Their tonnage will be 5,600.

The Electric Boat Division of the

General Dynamics Corporation, Groton, is to build the new class. This company is the oldest American shipbuilders concerned with submarine construction.

Much of the training of officers and ratings, who will handle the Polaris missiles when they come into service, is being undertaken by Lockheed, the American aircraft builders.

The U.S. Navy's Bureau of Naval Personnel is co-operating closely with the company and naval personnel are now under training at various centres operated by the company. Eventually some of the personnel will be transferred to the Cape Canaveral range for further training.

FEWER FLYING BOATS ORDER

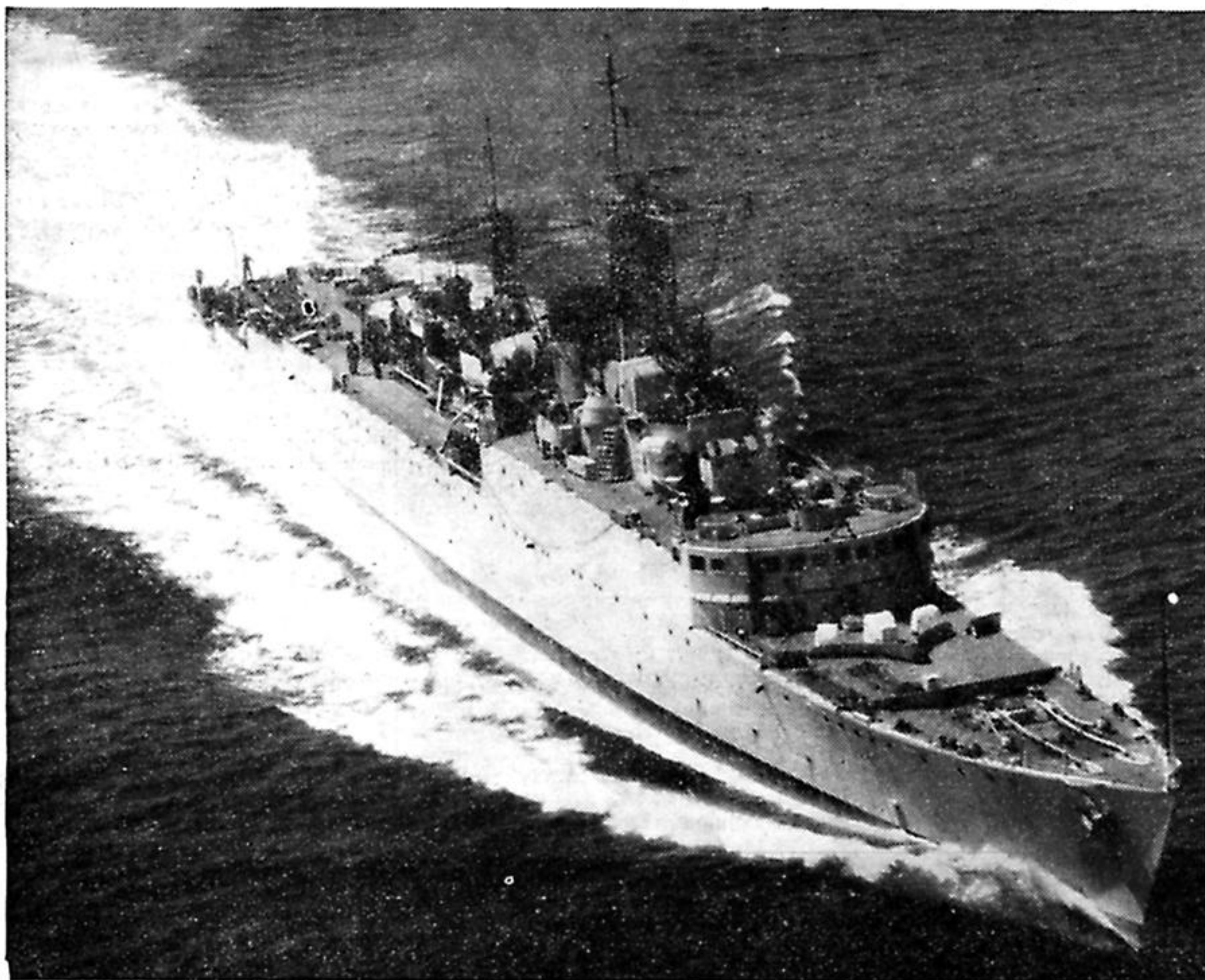
With the giant British flying boats of the Princess class, at present in mothballs at Cowes, back in the news, it is somewhat surprising to learn that the U.S. Navy has reduced an order for 24 new flying boats to 14. These new aircraft, the huge jet Seamasters, weighing 80 tons, were ordered from the Martin Co. of Baltimore. The reduction in the order will save an estimated 60,000,000 dollars. Reduction in the Services' expenditure is the result of an order from the government to stabilise the defence budget at 40,800,000,000 dollars for the year beginning on July 1 next.

FRENCH EXPERIMENT

A recent report from France indicates that the French Navy is doing everything possible to provide scientific training for naval officers. So great has been the response that the number of candidates for courses at universities and laboratories run by commercial companies far outweighs the places that can be made available without disrupting Service requirements elsewhere. A Scientific Research Branch has now been instituted for Reserve officers.

With Britain's force of amphibious warfare ships rapidly nearing the end of their useful lives, it is interesting to see that France has recently launched the Trioux, the first of three new L.S.T. of 1,400 tons. They can carry over 300 troops with their equipment and will have a speed of 11 knots and a range of 18,500 miles.

Grenville joins 5th Frigate Sqdn.



When H.M.S. Grenville was relieved on December 2 as the leader of the 2nd Training Squadron (Capt. E. L. Cooke, D.S.C.) by H.M.S. Teazer, her programme was an extended refit at Rosyth, and she left Portland on December 11 for Chatham in order to give leave over Christmas before proceeding to Rosyth.

However, H.M.S. Torquay was

temporarily withdrawn from the Fifth Frigate Squadron (Capt. E. M. Usherwood, D.S.C.), and to maintain the Squadron's strength it was decided to keep H.M.S. Grenville in commission, and she is now one of the Fifth Frigate Squadron.

At the beginning of February Cdr. C. W. Eason, previously the Commanding Officer of H.M.S. Scarborough, assumed command and in

March she joined up with the Fifth Frigate Squadron, at Portland, which, after a short work-up period, sailed to join the Home Fleet for the spring exercises.

H.M.S. Grenville will remain in commission until September, and during this period she will stay on the Home Station, giving Easter and summer leave at Chatham.

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FORCES MOTOR CLUB SPRING RALLY

THE Forces Motoring Club's major spring event, the "Spring Cup Rally," will this year be held as a night event on May 9/10. The course will be approximately 225 miles of Hants, Surrey and Sussex, and the first car will leave the start at Farnborough, Hants, at 8 p.m. The clubs invited to compete are Blackfriars Motor Club, B.A.R.C., Cemian Motor Club, East Surrey Motor Club, Hants and Berks Motor Club, the M.G. Car Club (S.E. Centre), Per Ardua Motor Club, Southsea Motor Club, West Essex Car Club, and West Hants and Dorset Car Club.

PRESENT HOLDERS

The West Essex C.C., who are the present holders of the cup, will doubtless turn out in force in an endeavour to retain this trophy for yet another year. Entries will be limited to 120 and the closing date for entries will be April 29, but, vacancies permitting, late entries will be accepted up to midday, May 6 at an increased entry fee. No effort has been spared to make this a first-class event, while at the same time demanding good and safe driving from the competitors.

Entry fee 35s. for F.M.C. members, 42s. for invited clubs, late entries 50s. Team entries, 15s. per team. Entry fees include hot snacks for two persons at a compulsory supper stop.

Regulations and entry forms from the Secretary of the Meeting, Mrs. Joy Crane, 58 Chaucer Road, Ashford, Middlesex.

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MEMORY OF WAR-TIME V.C. IS HONoured BY NEW BRANCH

From the Editor's chair

Very many branches have remarked upon the usefulness of the R.N. Association Calendar and yet the Editor is sure that sufficient use is still not made of it.

Branches who wish notices of their functions (not ordinary monthly meetings) to be included in the Calendar should inform the Editor by about the middle of the month previous to the function.

The information contained in the Calendar can be of considerable value not only to R.N.A. branches themselves, but also to men serving in ships and who may be in the area of the particular branch when the function is due to take place.

EASTER BALL FOR HAVANT

ARRANGEMENTS for their Easter Ball was the main subject discussed at the Havant Branch Meeting on March 3. They have again been fortunate in obtaining the use of the local Territorial Army Drill Hall for this. They have also started considering possible ways to celebrate the branch's 10th anniversary, which will come next year.

Named After St. Nazaire Raid Hero

TO perpetuate the memory of William A. Savage, V.C., Shipmate Smethurst of Birmingham Central Branch thought that it would be very appropriate to form a private branch of the Association at Mitchell & Butlers Brewery Ltd., Cape Hill, Birmingham. He approached the management and suggested that the branch, if formed, should be known as the Savage V.C. Memorial Branch, and the management were pleased to give the project their blessing.

With the help of the personnel officer, Mr. Newell, a survey was made of all departments in the brewery and it was found that there were over 60 ex-naval employees, which should warrant a good branch once all have been interested.

The inaugural meeting took place at the White Horse Hotel, Congreve Street, Birmingham, on January 31.

The meeting was opened by the new chairman of the branch, Shipmate V. Fisk who afterwards vacated the chair for Cdr. G. A. Nunneley, O.B.E., R.N. (No. 8 Area president) to officiate the commissioning of the branch.

ADDRESS BY THE MAYOR

The commissioning was followed by speeches from the Mayor of Smethwick (Councillor W. J. Darby), Mr. H. Maynard Mitchell, D.F.C., and Mr. S. H. Cutts.

Shipmates R. Woodman of Central Branch and R. Stoolie of Edgbaston and Ladywood Branch, both serving members, acted as quartermasters. T./S. Albion Sea Cadets provided the Piping Party under the command of Shipmate Wark, who is their master-at-arms.

It was announced that Mr. Robert Butler has accepted the presidency and although abroad he sent his best

wishes and provided the refreshments for the evening. A concert followed the commissioning.

Mrs. Savage had lent the V.C. to the branch and it was placed on a red velvet cushion on the top table with two candles burning either side of it.

RESTRICTED MEMBERSHIP

The membership is restricted to ex-naval employees of Mitchell and Butlers Brewery, Managed Houses and Subsidiary Companies. The branch will take part in all area activities, annual conferences, reunions, etc.

Footnote. — A.B. Savage was posthumously awarded the Victoria Cross for gallantry in the St. Nazaire raid of March 27-28, 1942. The citation stated that while employed as a pom-pom operator in a motor boat under heavy fire, he engaged shore batteries with cool and steady accuracy and on the way out of the harbour kept up the same vigorous and active attack until he was killed at his gun.

Cdr. G. A. Nunneley, O.B.E., R.N., president, No. 8 Area, addressing the company. Mr. Jack Savage, elder brother of the late William Savage, is at the extreme right. — Photo: Reilly & Constantine, Birmingham, 17

MORE 'REGULARS' WILL MEAN MORE MATES

THE annual general meeting of the Welling Branch was well attended. As this is the most important meeting of the year strenuous efforts were made for a large attendance, and Shipmate Day assisted by collecting the ill and the lame in his car.

The secretary reported that he was pleased to note the steady increase in membership. All those new members had sought him out for information as to how to join the Royal Naval Association. This keenness indicated that

these members were going to stick. Attendances at meetings during the year had been good.

Branch members attended the dedication of West Ham's Standard, the Jutland rally at Chatham, the annual rally at the Cenotaph, and the Remembrance Day service at the local church. At all these ceremonies Welling's Standard had been carried. The four socials held during the year had been well supported, and all had been very enjoyable evenings. The branch attended Sidcup's annual dinner and were rewarded by having an excellent time.

The treasurer's report showed that the branch was still on an even keel financially. This report was supported by the auditors. In his report the chairman thanked the branch for their support of himself and officers during the year.

The President, Inst. Rear Admiral Sir Arthur Hall, K.B.E., C.B., said how pleasing it was to see the branch growing again.

Now that the Navy is getting more "regulars," they will have had that feeling of patriotism and comradeship rooted in them, so that undoubtedly they will want to be members of the Association.

He had a very pleasing duty to perform in making a presentation to Shipmate Elms, the branch sick visitor, who had done such tireless and good work for the past few years.

Plymouth Shipmate "Happy" Day has been made a vice-president of Welling Branch. Shipmate Day is a real worker, and he does not shirk or "pull his punches."

The ladies of the branch were given a thought for their work and by unanimous vote it was agreed that a letter of thanks be sent to them. The feeling of the branch was "what would it do without the co-operation of the ladies?"

The following officers were elected: Chairman, P. French; vice-chairman, J. White; secretary, C. W. King; treasurer, S. Hards; assistant treasurer, E. Norris; sick visitor, A. Elms; area representative, C. Craig; services committee, E. Smoughton; committee, A. Elms, A. Cox.

Shipmates French and Elms have occupied their respective offices for seven years, and Shipmates King, Hards and Smoughton for four years.

Another branch has its own headquarters

IT is with considerable pride and pleasure that the West Ham branch reports that it has now moved into its own Headquarters, The R.N. Club, West Ham, is situated at 195a Romford Road, E.15, a few doors past the Baths.

Members of the branch have worked hard to get the place shipshape and NAVY NEWS is informed that visitors, both serving men or shipmates from other branches, are very welcome. At present the club is only open Friday and Saturday evenings and from noon to 2 p.m. on Sundays.

Branches wishing to pay a visit to West Ham should contact the social secretary, F. Reid, who states that all visits will be returned.

The West Ham branches 21st birthday dinner-dance takes place at the Pidgeon's Hotel, Romford Road, at 7.30 on Saturday, May 23. The price of tickets is 17s. 6d.; dance only 3s. The treasurer hopes that shipmates and others who wish to attend will get in touch with him as soon as possible in order that he can make the necessary arrangements.

SMUDGE

MONTHLY CONCERTS APPRECIATED BY SMETHWICK

AT the Crown Inn, High Street, Smethwick, one night each month may be seen 150 happy people enjoying a good concert and attractive snacks, all arranged by the Smethwick Branch R.N.A.

The people of Smethwick have welcomed these social evenings by their regular appearance at the concerts.

Although only six months in existence the branch has moved swiftly and a fund has been started to raise money for a standard.

Recent activities included a visit from Miss Peaches Page, a famous artiste, who has agreed to become the pin-up for the Smethwick branch.

Special mention must be made of Shipmate Wark (chairman), Shipmate Sweeney (secretary), Shipmate Beasent (treasurer), Shipmates John Bill and Lowe. Thanks are also due to Miss Dorothy Bonas who has worked so hard to make everything the success it is.

Press-Ganged Into Service

JOHANNESBURG Branch has already been very busy this year. The annual general meeting took place in January and despite the fact that owing to the small attendance some of the shipmates had to be practically press-ganged into jobs, there are several new faces on the committee and the branch is all set for another successful year.

The second birthday was celebrated with a dance and social at the headquarters, the Cranbrooke Hotel, on February 13. The affair was well attended, and a large party of R.A.F. Association members joined the branch in the celebration. A cabaret was provided by the Gloria Jordaan School of Dancing.

The Branch Standard arrived from England during January and arrangements are being made with the Padre, Rev. H. Wilson, for the Dedication Service, which will take place after Easter.

Some of the Johannesburg shipmates will be visiting the British Isles within the next couple of months. Edinburgh Branch can expect a visit from Shipmate Tom Richardson, and South-East London branches will no doubt be visited by Shipmate Ronnie Kitts.

On reading through the R.N.A. section of the NAVY NEWS, it is noticed that it is always the same branches who send in a report of their activities. How about some news from Seunthorpe and Doncaster, for instance? Being so far away from England, news of other branches' activities makes interesting reading. — E. A. PARKER.



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Whilst on passage from Hong Kong to the Solomon Islands, the Royal yacht Britannia, with the Duke of Edinburgh on board, encountered strong winds, fairly heavy seas and tropical rainstorms.

Durham anxious to hear of other branches

DURHAM branch has reported the distressingly sudden death of Shipmate Frank Dodds. A veteran of the First World War his absence will be felt by branch members.

Two new members have recently been enrolled, Shipmates White and Marshall, both employed in the nearby H.M. prison.

The branch standard bearer, Shipmate Héron, reported on the Number 11 Area quarterly meeting held at Hull on February 21, at the last meeting. He will be the branch represen-

tative at the newly-formed Consett branch and he is also the Branch delegate for the Annual Conference in London in June.

A new branch was opened in February at Blackhall and several members were able to attend.

The Durham branch is anxious to know more about the activities of other branches, particularly those in Number 11 Area, and the branch scribe suggests that NAVY NEWS is the best way of disseminating R.N.A. news.

Middleton Ladies Welcomes Branches



Shipmate A. Revington reading the Queen's telegram—Photo: John Boyd, Middleton

New members enrolled at Cheltenham

CHELTEHAM has not appeared in NAVY NEWS for some time but from information received the branch is progressing very favourably.

There was a very good muster of shipmates at the last annual general meeting, and some changes of officers have been announced. The chairman for the past six years, Shipmate "Joe" Patrick, has retired from this post, and now becomes a vice-president. The chair has been taken by Shipmate Cdr. Garwood and everyone is convinced he will do a thoroughly good job of work. There is now a new treasurer, Shipmate Swarbrick. Shipmate Nottingham having retired and now holding the office of vice-chairman. The secretary, Shipmate Taylor, remains in office and the entertainments side is still in the capable hands of Shipmate Lovesey.

The branch has had a very good intake of recruits in the past few months.

The branch scribe says that Cheltenham is always glad to see serving and ex-serving Naval people and shipmates in the Cheltenham area on the first Thursday of the month are sure of a welcome if they make themselves known at United Services Club.

Pageant of barrack's life for Chatham's commodore

A PAGEANT of barracks life followed the ship's company past the dais when Commodore Bush took the salute at his last divisions in Chatham Barracks on Thursday, March 12.

Behind 2/Officer Scott on her horse came the fire engine, fire escape, all handcars, the road sweeper, the coal lorry, manned by men with shovels at the slope, P.T.I.s, in various sporting rigs complete with mower and line-marker, the seamanship section driving a battleship's fore-castle and the shipwrights' lorry with children's party gear ready for action.

Then came the A.B.C.D. vehicle, mine, bomb disposal and diving jeeps with their crews appropriately dressed. The sick bay provided an ambulance and a very badly "injured" patient on tow in his wheel-chair. The supply school was represented by a hearse, "up-spirits" and a mobile galley cooking fish and chips. The Black Maria of the regulating staff dragged "prisoners" in chains past the dais and the stores ratings manned their loaded Lister trucks. There were floor polishers, the robot "Nemo," who saluted smartly, and the messengers' contingent on their bicycles dipped their mops in salute. The family wel-

THE second annual dinner of the Ladies' Section of the Middleton Branch of the Royal Naval Association was held on February 21 and members from Middleton, Bury, Heywood and Rochdale were present. Mrs. A. Revington, ex-Mayoress of Heywood, was in the chair and she welcomed Capt. Hogg (president of the Middleton Branch); Mr. L. Recca (vice-president); and Mr. W. Rogers of the National Council and Mrs. Rogers. A telegram from the Queen thanking the branch for its loyal greetings was received and this was handed to Capt. Hogg for safe-keeping.

The dinner was followed by an evening of light entertainment, the compere being Mr. J. Molyneux (chairman). Those taking part in the acts were the Oceanairs Glee Club, Mr. Molyneux, Mr. Frank Le Ronn, an amazing illusionist, Miss J. Hoyle, and Mr. Tony Jordan. At the piano was Miss B. Driver.

Also present was Miss Norma Gledhill, the Middleton Branch Miss Britannia.

The evening was, as all gatherings of the Royal Naval Association's are, spent in happy, friendly unity.

R.N.A. PLAYERS MAINTAIN STANDARD

THE new boys on the Portsmouth Branch Entertainment Committee are settling in and showing boundless enthusiasm for the job. Like everybody else the Portsmouth Branch is finding competition from the "goggle box" a serious menace and any new ideas for filling the house would be welcome.

It has been pantomime season at the club, the first under the new producer Shipmate Vic Hebden, and everybody agrees that it is up to the high standard the branch has come to expect from the R.N.A. Players. As usual this is a 100 per cent. effort although there are some old-fashioned looks when visitors are told that the scenery, dresses, and lighting effects are entirely the work of the members: the truth is they look just too good for amateurs.

Five performances of the pantomime were given including special

nights for the old-age pensioners and kindred associations. The Players richly deserved the praise received from all hands.

The inter-association indoor games are attracting attention. Portsmouth was narrowly pipped on the post by Gosport in the last round so an extra effort will be necessary to make up for lost ground. The Royals are next on the list.

After many happy and successful years together the darts section has decided to disband (is this another win for the "telly"?). The section is going to be missed not only for the frequent social events is used to promote but also for the many generous donations made from its funds to various appeals—of which there seem to be so many these days.

Spring will soon be here and no doubt news of visitors in the summer. The branch makes its entertainment plans several months in advance, therefore if any "chummy ship" is contemplating a boarding party now is the time to ask for a date. As always, Portsmouth is glad to welcome any party and will always lay on entertainment if given warning.

Treasure hunt

THE Forces Motoring Club (Portsmouth branch) held the first event of its 1959 calendar on Sunday, March 8. The event was a treasure hunt in the form of a navigational exercise.

Results: 1. Flt./Lt. P. Wilde, R.A.F.; 2. Lieut. B. Somerville, R.N.; novice, Mr. M. S. Williams.

The next event will take place on April 22 at 6.30 p.m. Applications to Mr. R. W. Davies, 11 Lone Valley, Widley, Hants.



The Seamanship Section salute Commodore Bush

News from headquarters

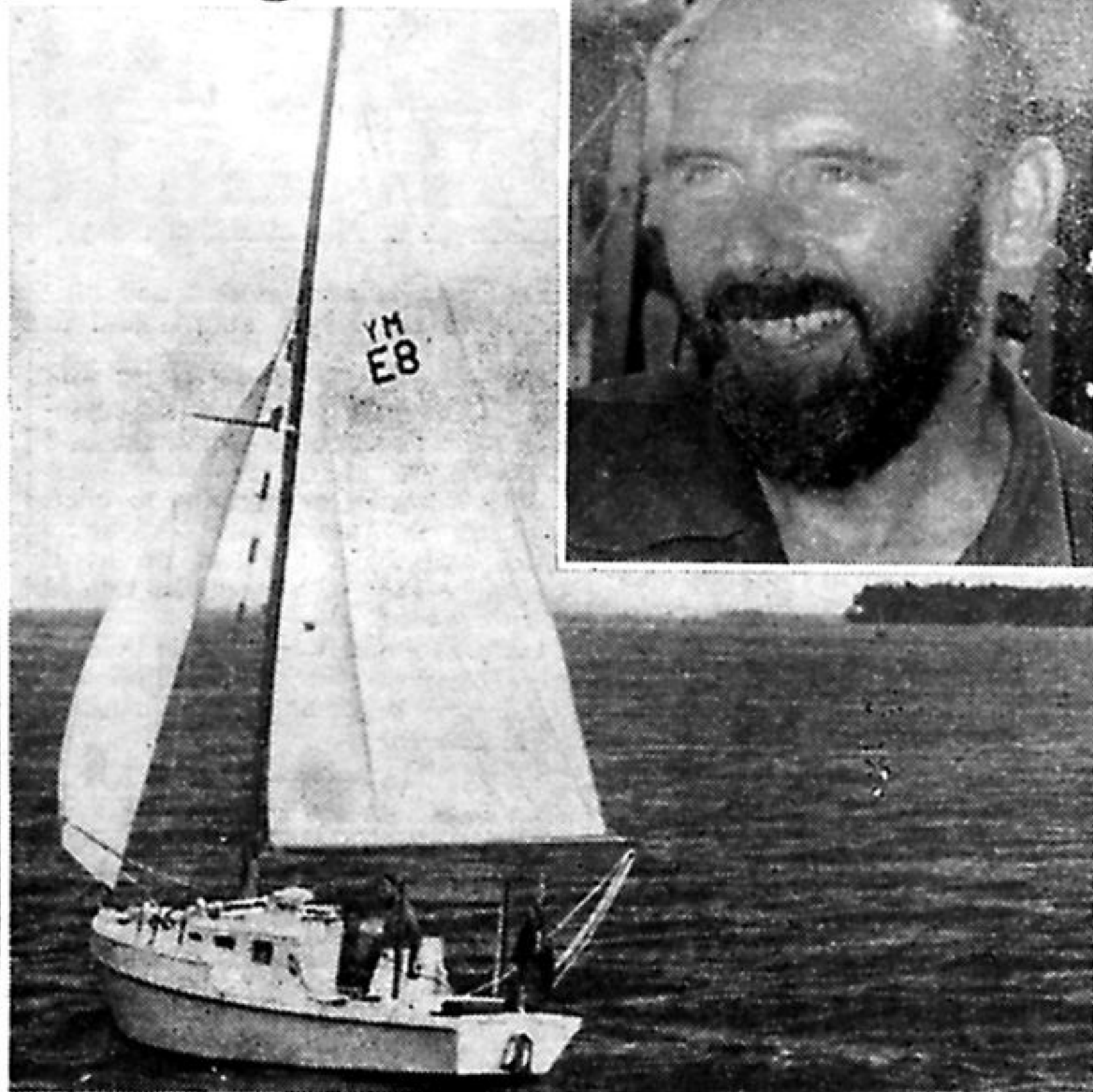
ANNUAL CONFERENCE AND REUNION DATES FIXED

THE 1959 Annual Conference will be held in the Mansion House, London, E.C., on Saturday, June 20, commencing at 10 a.m., and the proceedings will be opened by the Right Honourable the Lord Mayor of London.

It has been notified that the delegates attending will be responsible for making their own luncheon arrangements and there will be no break for tea during the afternoon session, but when the Conference ends delegates will be entertained to tea in the Duke of York's Headquarters, Chelsea, by Number 1 Area.

The parade and reunion will be held in London on October 17. The Secretary to the Council has stated that should bookings received by him by May 1 exceed the available seating, precedence will be given to applying branches who were disappointed last year.

Sailing Home



The 24-foot sloop Borer Bee, which they built themselves at the R.N. Base, Singapore, is being sailed on an 8,000-mile voyage to the United Kingdom by Lieut.-Cdr. Edward Atkinson (top) and A.B. Frederick Fisher (left). They left Singapore on February 3 and hope to arrive home in June, sailing via Penang, Ceylon, Malta and the Canal du Midi across France. The five-ton sloop, which was named after insects which kept eating the timbers, took two years to build.

HOUNSLOW OUT OF "DRY DOCK" SOON

IT has been rather quiet just lately at the Hounslow Branch, but "Operation Brick" is still going ahead and the branch is hoping that it will be out of "dry dock" and in its own Mess Deck very shortly.

The branch has several dates booked, the first and foremost being the birthday dinner to be held on May 9. It is being held at the Lion and Lamb, High Street, commencing at 8.30, and those who would like a social evening should contact the Hounslow secretary. Another date is June 20, when the branch is participating in the Heston Carnival Fete. This is a new venture for the branch, but with several "eager volunteers" it can take the strain.

Hounslow has had several invitations to dedications and parades, and the St. George's parade starts the ball rolling.

The branch played its part in the recent Royal National Life Boat Institute collection and members went house-to-house collecting, with considerable success for a worthy cause.

There were no changes of officers as a result of the annual general meeting on March 13, and it would appear therefore that the members are well satisfied with the elected few.

The Hounslow Branch still meet every Friday night at the Royal Hotel, Whitton Road, and visitors are more than welcome. At this time it is not possible to arrange socials, owing to the lack of room, but the gatherings are always very friendly.

'KEY OF THE DOOR'

DORKING Branch extends its congratulations to Cheam and Worcester Park on having obtained the "key of the door" and for 21 years of good work.

On March 21, the Twickenham Branch visited Dorking. There was a good turn-out and everyone enjoyed the evening.

Dorking's "Friday Evenings" have started again, and the first dance is to be held on March 28. Monthly meetings are still well attended, and new members come along fairly regularly. The branch will be represented at the Annual Conference, and those attending are hoping to meet old friends and make new ones.

H.M.S. Discovery at Kings Reach is to be closed to the public from 4.45 p.m. on March 15 to 12.45 p.m., March 21, for a thorough external cleaning in preparation for the large number of visitors expected during the summer months.

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Junior epee champion has eyes on Navy title

OUR sportsman this month is primarily a fencer. He is Lieut. C. B. Filmer, Royal Navy, now serving in H.M.S. Vernon, who was born in London 27 years ago. He attended school in Hampstead and then at Crieff in Perthshire.

Entering the Navy as a Cadet in May, 1945, he spent four years at Dartmouth and whilst there he learnt to fence and became captain of the College fencing team. On leaving Dartmouth he served as a Midshipman in H.M.S. Vengeance and H.M.S. Loch Veyatie at Londonderry, during the years 1950 and 1951, and 1952 saw him in Portsmouth attending courses.

In that year he won the foil and epee championships of the Nore Command, and gained second place in epee in the Navy championships, and consequently fenced in the Phase IV competition at Earls Court.

From 1953 to 1955 he saw service in

SPORTSMAN OF THE MONTH

the East and West Indies in H.M.S. Loch Quoich and H.M.S. Superb, and in 1956, whilst serving in H.M.S. Diamond, he took part in the Suez operations.

He has been in H.M.S. Vernon since 1957, first on a course and then as a member of the instructional staff.

THIRD IN NAVY

In 1958 he won the Portsmouth Command epee championships and was third in the Navy championships. During the past two years he has represented both the Command and the Royal Navy in many matches and competitions. This year, 1959, he was selected to represent the Southern Section in the de Winton Cup at Lillieshall, and he gained sixth place in the Hampshire epee championships and third place in the Southern Section championships at that weapon.

The climax of the hard work and practice he had put in came when he won the Junior epee championships of Great Britain (the Luke Fields Cup). In this competition he was opposed by the winners of Hampshire and Southern Section championships and last year's runner-up.

His eyes are now set on the Navy



Lieut. C. B. Filmer, Royal Navy

championships next month, and ultimately to the Royal Tournament in June.

His other main interest is .22 and .303 shooting, in which he has represented the Portsmouth Command and Royal Navy.

With his quiet unassuming manner, readiness to "make one" at short notice and assist the less proficient fencer, he can, with truth, be termed a "sportsman."

Lieut. Filmer won the individual sabre class of the Portsmouth Command Annual Fencing Championships on March 16.

Enthusiasm led to mistakes

H.M.S. Victory defeated H.M.S. Dolphin in the final of the Portsmouth Command knock-out Rugby competition by 6 points to 3. Fullerton kicked two penalties for Victory and Witt scored the only try of the match for Dolphin.

It was not a great match—both sides needed a lot more experience in playing together—but enthusiasm made up for a lot of the mistakes and this enthusiasm gives hope that Navy Rugby is likely to take a turn for the better in the next year or so.

TREASURE TROVE IN VERNON

CHANGES, DRAMA AND SPORT IN T.A.S. SCHOOL

IT was with deep regret that last month Vernon said good-bye to her Commanding Officer, Capt. E. A. Blundell, O.B.E. Unfortunately, he also said good-bye to the Navy, but he intends to keep an eagle eye on Vernon's progress. Capt. Blundell was given a tremendous ovation by the officers and ship's company as he drove from Vernon, not for the last time it is hoped. Vernon now welcomes her new captain, Capt. M. G. Giles, D.S.O., O.B.E., G.M. One thing is certain—no one will mistake his car!

A rather unusual shield was unearthed in H.M.S. Vernon during the recent dismantling of the former Petty Officers' Mess, Acteon Block. A.B. J. Hird, helping in this operation, noticed the gleam of metal in a heap of rubbish and requisitioned the object. After carefully removing the thick layer of verdigris, he found to his chagrin that the inscription on the shield was written in Latin—"Sapo mollis est praestantior quam acetum." How dull! However, after all his work, he was determined to clear up the mystery. After much research, he interpreted the motto—"Soft soap is a hell of a sight better than vinegar." Agreeing with every word, he considered the shield worthy of taking pride of place in his mess—Warrior 4. A remarkable case of a sailor welcoming extra "bright work."

Closely following the commissioning of H.M.S. Sheraton alongside the Vernon's quarterdeck was the commissioning of her sister coastal mine-

always fielded a sound team. In fact, O.A. Sullivan is looking forward to his fourth successive season. His dashing forward play and his recognisable balding head have often been an inspiration to newcomers. The season is ending in a blaze of glory. A seventh successive win was gained when R.A.F. Tangmere were beaten 11-10, and both Vernon teams continue to advance in the seven-a-side knock-out competition.

SQUASH RACKETS

However, squash rackets must be considered Vernon's most successful sport this season. Fewer than a handful of matches have been lost in over two dozen played. The season culminated by Vernon winning the Inter-Establishment Knock-out Competition. The final against H.M.S. Excellent was a hard-fought battle and honours were even when the last match started. Eventually, Vernon won by the narrow margin of three games to two.



Capt. M. G. Giles presents runner-up medal to C.O.A. Dorey

recorded when Lieut. Filmer won the British Junior Epee Championship in London. With the maximum number of victories possible, he also won the individual sabre class of the Portsmouth Command Annual Fencing Championships at the Royal Naval Barracks. He is now looking forward to "sweeping the board" in the epee and sabre classes of the Navy Championships in April. (See "Sportsman of the Month.")

Lieut. Filmer's talents have also helped H.M.S. Vernon in competition shooting. Vernon had an outstanding score of 500/500 against H.M.S. Victory (the only team to achieve this feat this season) and justly deserved to win the Portsmouth Command Division I and the Portsmouth and District Division II .22 leagues. P.O. Welch was selected with Lieut. Filmer to represent the Royal Navy in the Inter-Services Championships during March. Strong interest in shooting was shown by the Wrens and L./Wren Wilson was selected for a successful W.R.N.S. team in the Women's Inter-Service Championship.

Vernon received a farewell visit from the C-in-C., Portsmouth, Admiral Sir Guy Grantham, when he paid Vernon a fine compliment by saying in a signal dispatched after his inspection, "All the many T.A.S. tasks are important and are being carried out with imagination and determination. There is a keen, alert spirit in all departments."



Vice-Admiral Edden being piped on board H.M.S. Bossington

sweeper, H.M.S. Bossington. After inspecting his guard, Vice-Admiral W. K. Edden, C.B., O.B.E., Admiral Commanding Reserves, attended the ceremony. Villagers from Bossington (near Romsey) were also present. The Rector of Bossington (the Rev. N. G. Powell) conducted the service and the organist of Bossington Church provided accompanying music on board ship. H.M.S. Bossington has commissioned under the command of Lieut.-Cdr. R. Dunn, R.N., and will join H.M.S. Sheraton for Reserve training duties.

R.N. DRAMA FESTIVAL

Vernon's contribution to the 1959 R.N. Drama Festival ("My Three Angels") was adjudicated by Mr. Cecil Bellamy. He congratulated the players on a well-chosen and well-acted play. The set was "lovely and brilliant," the lighting excellent and the costumes "splendidly in period." The three convicts (Robin Gowland, Terence Tomkins and Sidney Parkin) gave splendid performances, and the villain of the piece, Gaston Lemare (William Crawford), was "delightfully sinister," though he could have been "a little less British."

Mr. Bellamy advised the actors to improve the pace of their production. "If only the pace had been as fast as the hat Marie Louise (Jane Bonner) was wearing," he said. Congratulations were offered to the producer (Guy Worsley) on a very good attempt at a difficult play.

DRAFTING AFFECTS SPORT

Winter sport in H.M.S. Vernon suffered once again from the training establishment's familiar enemy—unkind drafting. Almost 40 players have been selected to represent the football team during the season. This certainly affected the effectiveness of the team and is clearly shown by the results of their last two matches, a 9-1 defeat by H.M.S. Dædalus and a 6-3 win against H.M.S. Leopard.

The standard of play was high in the Inter-Divisional Knock-out Trophy final, in which the Electrical and Shipwrights' Division beat the Ordnance Division by four goals to two. The captain of H.M.S. Vernon presented the trophy to Supt. Irving, the captain of the winning team, and a runner-up plaque to C.O.A. Dorey.

There is more cheerful news from the rugby field. Although Navy players have come and gone, Vernon has

The basis of these successes can be attributed to the interest in the squash ladder being maintained to the end of the season. Six lieutenant-commanders, five lieutenants and one petty officer have represented Vernon. The average age of the regular team was 29. It is encouraging to see senior ratings taking up squash, especially as it is a sport of which they are so often having no court.

A brilliant individual success was



Lovely 17-year-old Windmill Girl Pearl Read, of Manor Park, as she appears in "Maidens, Men and Moonshine," the lunar finale to the spring production at London's famous Windmill (We Never Closed) Theatre. Pearl, who is an orphan, lives with her foster parents at Manor Park. She made her professional stage debut at the Windmill last October. A golden blonde with green eyes, her hobbies are athletics and she has won several medals for county sports—Photo: Windmill Theatre

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When the Navy goes out on a N.A.T.O. exercise THIS IS WHAT IT HOPES TO ACHIEVE

ON April 4, 1949, in Washington D.C., was signed the North Atlantic Treaty, out of which has grown "an alliance of nations who agree to plan together to see if they can work more effectively in the constructive tasks of peace."

April sees the tenth anniversary of the birth of the North Atlantic Treaty Organisation and plans have been drawn up by the various NATO Commands to celebrate this anniversary.

The ramifications of NATO, affecting the 15 countries which comprise the organisation, are so widely, and yet so little, known, that a reiteration of the reasons why NATO came into existence and its aims may not come amiss.

In the course of a long progress report on NATO given by M. Paul-Henri Spaak, the Secretary-General of NATO and Chairman of the North Atlantic Council, he asked: "Why did we form the Atlantic alliance in 1949?"

COMMUNIST 'COUP D'ETAT'

"If there had not been the Communist 'coup d'état' in Prague in 1948, it is probable that the Atlantic Alliance would not have been born, and that the Western countries would have continued to try to realise the foreign policy which was theirs immediately after the war and which was based essentially on disarmament, on unlimited confidence in the United Nations and, above all, on the will to maintain the Alliance with the U.S.S.R., which had made it possible to win the Second World War."

"It was thanks to the 1948 Prague 'coup d'état,' the culminating point of the policy pursued by the Russians during 10 years that the statesmen of the West realised that, if they did not stem this invasion in some way, the Prague 'coup d'état' could recur, 'mutatis mutandis,' at other times and in other places."

ALLIANCE BORN

"In 1948, the democratic countries reacted rapidly. One year later, the Washington Treaty was signed, the Atlantic Alliance was born and its main objective was to halt the expansion of Communism in Europe without having recourse to force or to war. "The Atlantic Alliance in 1949 provided what, I think, was an adequate reply to the Communist threat existing at that time, but the question we face today is whether in 1958 the Atlantic Alliance, as it was conceived

and as it has functioned during the last 10 years, is still a complete reply to the threat which Communism continues to represent for the world in general.

ECONOMIC THREAT

"In this respect my reply cannot be positive; I believe that in 1949 the Communist threat was essentially European and principally military. I believe that in drawing up the Alliance, we forced the Soviets to modify their objectives and their tactics. In 1958, after a solid front has been established in Europe, the Communist threat throughout the world is more particularly—I would not say solely, or even essentially, but more particularly—Asiatic and African and more economic and social than military.

"I am convinced that it is the mission of the West, as much as of the Communists, to achieve great social transformations and that we must fight to create a society in which the weak will be protected, in which everyone will have an equal chance in life, so that in the end the elite which leads the world will be the elite by right of the value of their work, their competence and their talents. In order to achieve this aim we must not fear any kind of social reform."

COMMUNIST GOAL

"We must realise that the Communist threat is not an economic threat, nor a social threat; the Communist goal is much wider: the ambition of Communism is to be at the wellspring of a new civilisation in which the essential foundations of our spiritual, intellectual, moral and political life will be challenged."

"And our whole spiritual inheritance, which is, after all, our most important possession, is threatened by this aspect of Communism which claims to be a universal doctrine and of which its leaders say—in what sometimes seem to me a rather childish way—that it is borne on the tide of history and will necessarily triumph over the Western form of civilisation which they oppose."

UNIVERSAL CHALLENGE

"I have not the slightest intention of implying that we are fighting a religious war, but it seems to me essential that, when we consider the problems which face us, we should try to gauge exactly how great these

(Continued in column 3)

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(Continued from column 2)

problems are. We should, in fact, realise that the challenge of Communism is a universal, worldwide challenge, that it is not simply the U.S.S.R. challenging the most powerful of the partners in the Atlantic Alliance, the United States. No! This challenge has been made by Communism as a whole to the whole of the free world and I feel that one of the greatest mistakes we could possibly make would be to think that individual countries of the free world, even the most powerful of them, could attempt to accept this challenge alone. The world-wide challenge of the Communist world must be accepted on a world-wide basis by the free world and it is in this atmosphere and under this aspect that we must consider the problems we have to solve."

M. Spaak then enumerated the balance sheet of NATO activities. This is not the place to consider this balance sheet, but his excellent speech seems to put the aims of the organisation clearly and reasonably.

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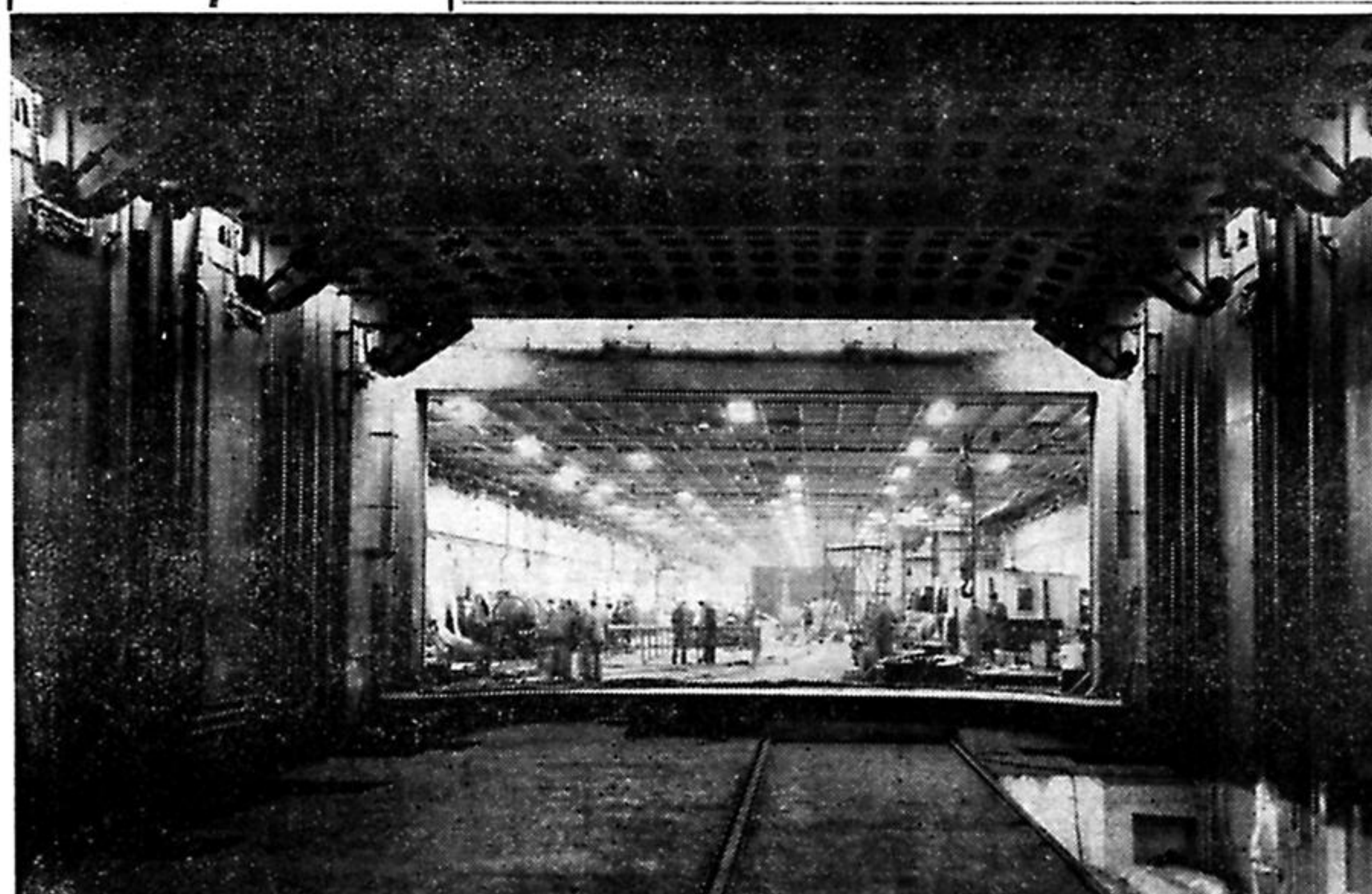
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Mediterranean Sports Letter

SEAGOING SHIPS' BID MUST NOT BE TREATED LIGHTLY

Navy's Chance to Win Inter-Service Soccer Competition

ENJOYING very much better weather than seems to have been the case in the United Kingdom, sport in Malta has followed its usual pattern and with the season just over the half-way stage some interesting finishes are expected to the soccer and hockey competitions. Despite the many calls on ships for exercises, and the consequent long absences from Malta, the sea-goers still produce teams to be reckoned with and no shore establishment or static unit like the Reserve Fleet or Forth can treat the challenge of a sea-going ship, no matter how small, too lightly.

In the Group I Soccer League in which the Shore Establishments, Ausonia and Reserve Fleet, 1st Submarine Squadron, Amphibious Warfare Squadron and the Inshore Flotilla take part, a keen struggle is developing between Falcon, Phœnicia, Ausonia and the Amphibious Warfare Squadron with three points only separating them. Ausonia with four games to play appear to be well placed, but they have still to reckon with the Amphibious Warfare Squadron who likewise have four games to play and who have already beaten Ausonia in the first half of the competition.

In the Group III Soccer League, which comprises the second teams of Group I plus Surprise, Bighi, R.M.T.C. and Dingli W/T Station, there is a close struggle between the top teams with the Amphibious Warfare Squadron leading the table by one point

from Dingli W/T Station. The latter, a very small unit by any standards, always appear well to the fore in the competitions for which they enter, but they will have to fight hard to emerge victorious.

FLEET TEAM

Trials and representative matches against local clubs have been going on since mid-January and at long last the probable team to play in the Inter-Service competition is emerging.

In one of the earlier games the team lost to Valletta by seven goals to two, but more recently two very close games have been played with Sliema and Floriana which, although resulting in a loss on both occasions, could easily have ended the other way. A two-all draw was played with Hibernians and a 2-0 win against Rabat.

Of the players themselves, M. E. Wright of Striker has deservedly won his place in the team at the expense of A.A. Cole, the former Navy player, and the inclusion of E.R.A. Thompson of Undine, at inside right, also a full Navy Cap, has added that extra zip to the team which was lacking. There is still keen competition for the place of goalkeeper in this team, the two candidates being Cpl. Bannerman of Phœnicia and A.A.2 Platt of Falcon. The selectors are often criticised for picking the "old faces," but the present team includes only one player from last season. It is some considerable time since the Navy won the Inter-Service soccer competition, but on present form the other two Services will have to fight exceedingly hard to stop this present team from coming out on top.

NO SHOCK RESULTS

From an initial entry of 25 teams Ausonia, the Amphibious Warfare Squadron and Phœnicia have won their way through to the quarter-finals and so far there have been no shock results. However, Blackpool who defeated the 1st Submarine Squadron by 3-2 hope to wear the hat of giant killers, but will have a tough time in reaching the final with St. Angelo and Phœnicia in their half of the draw.

HOCKEY KNOCK-OUT

Two hockey competitions being run are the Caesar Cup—a Fleet knock-out competition, and a friendly "hockey league" in which units from the R.A.F. also take part. Twenty-two teams entered for the knock-out competition and so far Ausonia, Reggio, Inshore Flotilla and Trenchant are through to the quarter-finals. A shock result was Trenchant's defeat of Bermuda by three goals to one. No excuses were offered by Bermuda and this was no fluke result on the run of the play, but Trenchant will have a hard time with the Inshore Flotilla in their next round.

In the Hockey League in which 13 teams are taking part there is keen competition for the top place between the Inshore Flotilla, Falcon and Ausonia with the R.A.F. Luca pressing hard on their tails. Halted at the other end of the league have yet to gain a point, but they never lack supporters as they regularly field a Wren officer as one of the team.

KEEN 'RUGGER' TEAMS

Although top-class rugger is not associated with Malta, the keenness and enthusiasm of many teams has provided a good spectacle for those who have journeyed to the R.A.F. Station at Ta Kali at the week-ends. Following last year's precedent, A.R.N. "seven-a-side" competition was played in early December with 25 teams taking part, the eventual winners being Victorious, who fielded a side which would not have disgraced itself in the Middlesex Sevens! Their outstanding player was Valentine, who appears to be playing as well as ever.

NO LACK OF THRUST

After a series of trials, the team to represent the Fleet in the Inter-Service matches was chosen. With A.A. Jenkins and Shpt. Copley in the pack they should certainly be able to hold their own forward and with Lieuts. Cryer and Wright, Sub-Lieut. Tyrell and Cpl. Cousins there should be no lack of thrust in the backs. In the Army/R.A.F. game, the Army, who were favourites, were beaten by the R.A.F. by 11 points to three. A Naval "A" XV played the Air Force and beat them by 12 points to five.

PLENTY OF SQUASH TALENT

The Navy, who are the current champions, have high hopes of retaining the trophy with the talent at their disposal. With Capt. Seymour-Haydn as number one and with Lieuts. Le Masurier, Rump and Eveleigh to form the bulk of the team, the Navy should be as strong in Malta as they have been for many a year.

Excellent times in Cross-Country Races

THE Portsmouth Command "Spring" Cross-country meeting was held at H.M.S. Dryad on February 24. The meeting was divided into two parts—senior and junior—and took place in ideal conditions underfoot, whilst the sun shone brightly to mark the occasion. Excellent times were recorded for both races although no records were broken.

A field of 65 runners competed in

the junior event of slightly under three miles which was won in 20 mins. 7.6 secs. by J./Sea. Caddick, of H.M.S. Excellent.

The number of competitors for the senior event was 135 and A.B. McHale, of H.M.S. Victory, was first home in 33 mins. 1 sec. This course was six miles.

Admiral Grantham was making almost his last appearance at a Command sporting event before turning over his appointment as Commander-in-Chief, Portsmouth, to Admiral Sir Manley Power, and the best wishes of all sportsmen in the command go with him in appreciation of the tremendous interest which he has always taken in their activities.

RESULTS

Junior Race.—1, J./Sea. Caddick, Excellent, 20 mins. 7.6 secs.; 2, J./Sea. Doyle, St. Vincent, 20 mins. 43 secs.; 3, J./Sea. McKay, Excellent, 20 mins. 51 secs. Command record, 19 mins. 18 secs.

Team Result.—1, St. Vincent "A," 40 points; 2, St. Vincent "B," 56 points; 3, Collingwood, 70 points; 4, Excellent, 91 points.

Senior Race.—1, A.B. McHale, Victory, 33 mins. 1 sec.; 2, Sub-Lieut. Pape, Victory, 34 mins. 13 secs.; 3, E.A. Brown, Collingwood, 35 mins. 5 secs. Command record, 32 mins. 37 secs. Course record, 32 mins. 24 secs.

Team Results.—1, Victory, 119 points; 2, Collingwood, 148 points; 3, Royal Marines, 374 points; 4, Excellent, 386 points.

R.N. fencers in London

IN a fencing match in London on March 13, the Royal Navy beat the Civil Service by 14 points to 13.

The following represented the Royal Navy:

Foil: C./Sgt. R. Martin, R.M. (R.M.B., Deal); C./Sgt. J. Holland, R.M. (R.N.C., Greenwich); Lieut. W. Ashmole, R.N. (H.M.S. Figgard).

Epee: Lieut. C. Filmer, R.N. (H.M.S. Vernon); Lieut. R. Priddle, R.M. (Eastney); Sgt. P. Marshall, R.M. (Eastney).

Sabre: C./Sgt. G. E. Thomas, R.M. (R.N. School of P.T.); C./Sgt. D. F. C. McKenzie, R.M. (R.M. Depot, Deal); O./Sea. J. Rayden, R.N. (H.M.S. Raleigh).

Results.—Foil.—Royal Navy 4, Civil Service 5; epee.—Navy 4, Civil Service 5; sabre.—Navy 6, Civil Service 3.

W.R.N.S. hard match with W.R.A.F.

THE hockey team of the W.R.N.S. made a close fight of their match with the W.R.A.F. at the United Services Ground on March 4, losing 2-3. At one time it seemed that the R.A.F. women would have a comparative walkover, and they had a goal lead at half-time. The W.R.N.S. however staged a come-back in the second half but could not quite manage the draw. P.O./Wren Gann and L./Wren Scotton were the W.R.N.S. goal-scorers.

INTER-COMMAND SMALL-BORE COMPETITION

THE results of the Inter-Command Small-bore Competition 1959 are: Home Air Command (South), 7,887 (winner); Portsmouth Command (Portsea Island), 7,874; Plymouth Command, 7,833; Nore Command, 7,825; Home Air Command (North), 7,777; Portsmouth Command (Outside Portsea Island), 7,401.

The trophy will be presented at the R.N.R.A. prize-giving at Bisley in July.

The composition of the Royal Navy team for the Inter-Services Small-bore Match 1959 will be announced shortly.

Individual winners of the various commands were:

Home Air Command (South), P.O. Green, 400 points.

Portsmouth Command (Portsea Island), C.P.O. Trute, 400 points; L.S. Olief, 400 points.

Plymouth Command, P.O. Taylor, 399 points.

Nore Command, Lieut.-Cdr. Herbert-Smith, 399 points.

Home Air Command (North), Lieut. Preston, 400 points.

Portsmouth Command (Outside Portsea Island), Shipwright Baulf, 399 points.

The results of Division I, II and III of the 22 Postal League were:

Division I and winners of the Ramillies Cup, H.M.S. Vernon "A."

Division II and winners of the Coventry Cup, H.M.S. Excellent "B."

Division III and winners of the Purser Cup, H.M.S. Mercury.

MERCURYGETS A "NEW MAID"

LADY Grantham, wife of Admiral Sir Guy Grantham, who was until recently Commander-in-Chief, Portsmouth, and who is Commodore of the Royal Naval Sailing Association, launched the yacht Meon Maid II at Whale Island on March 11.

The yacht was ordered by the Portsmouth Command Sailing Club and paid for by the Nuffield Trust. Meon Maid II has a length of 35 feet and is capable of sleeping seven.

Captain J. A. C. Henley (Commanding Officer, H.M.S. Mercury) said that Mercury was "very pleased to receive this very beautiful and new young maid." The new yacht, allocated to H.M.S. Mercury, replaces Meon Maid I and will be used for off-shore racing and cruising.

Navy boxers win after being three-one down

THE Portsmouth Command Boxing Club took on Bomber Command, R.A.F., at Portsmouth, on March 5 and emerged the winners by 7 bouts to 4, and this after being 3-1 down.

There were some very good fights indeed and one or two surprises. The former Imperial Services and A.B.A. lightweight champion, P.O. Mills, of H.M.S. Daedalus, was beaten on points by Aircraftman Lamb.

Flyweight.—L.T.O. Coquerel (Mercury) knocked out Aircraftman Shaw (B.C.).

Bantam-weight.—Senior Aircraftman Clinton (B.C.) beat R.O.2 Moonlight (Mercury) on points. Senior Aircraftman Liang (B.C.) beat M.E. Ellingham (Totem) on points.

Light-weight.—Aircraftman Lamb (B.C.) beat P.O. Mills (Daedalus) on points. E.A. Ronaldson (Collingwood) beat Senior Aircraftman Power (B.C.) on points.

Light welter-weight.—Inst.-Lieut. Evans (St. Vincent) beat Senior Air-

craftman Lang (B.C.), referee stopping the fight.

Welter-weight.—Marine Chittil (R.M. Eastney) beat Aircraftman Turner (B.C.) on points. A.B. Young (Victory) beat Senior Aircraftman Lawler on points.

Light middle-weight.—A.B. Skidmore (Victory) beat Junior Technician Pritchard (B.C.), disqualified.

Middle-weight.—Senior Aircraftman Morris (B.C.) knocked out Marine Kimber (R.M. Eastney). Marine King (R.M. Eastney) beat Aircraftman Quigley (B.C.), referee stopping the fight.

Light heavy-weight.—L./Pat. Dryden (Victory) beat Senior Aircraftman Dawson (B.C.) on points.

Heavy-weight.—A.B. Harris (Victory) beat Senior Aircraftman Gannon (B.C.), referee stopping the fight.

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